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LONDON STRIKE SETTLED.

TRAFFIC BILL PASSES SECOND READING.

QUESTION OF MONOPOLY RAISED.

(Reuter's Service.)

The tram and omnibus strike has been settled.

In the House of Commons, Mr. Gosling moved the second reading of the London Traffic Bill, mentioned the other day. He said he merely proposed to constitute an advisory committee to the Minister of Transport, and appealed to the authorities in London to give the scheme a fair trial. He hoped this would result in the formulation of some agreed larger scheme.

Mr. Baldwin supported the Bill. Mr. Percy Harris (Liberal) moved its rejection on the ground that it was contrary to the principles of local government, and conferred a monopoly on private undertakings. He said London must sooner or later come into line with other cities, where traffic was municipally controlled.

Mr. Sydney Webb, arguing in favour of the Bill, emphasised the necessity of dealing with the traffic problem in view of the Wembley exhibition.

An amendment by Mr. Harris was rejected by 211 to 112, and the Bill was read a second time.

The terms of the tram and bus strike settlement are:—The men receive six shillings a week advance in wages immediately and the remaining two shillings which they demanded will fluctuate according to the cost of living.

Subject to Confirmation. The terms of settlement of the tramway strike, which have been reached between the companies' negotiation committee and the Transport Workers' Union, is subject to confirmation by the transport delegate conference being held to-morrow, and possibly a ballot vote by the men. Pending this ratification, the inconvenience suffered by Londoners for the past week will continue, but it is hoped some tram and bus services will again start on Sunday, in the event of the terms proving acceptable.

The provisional settlement carries with it postponement of the threatened tube strike, arranged for midnight, but nevertheless it is anticipated that the full service on the Underground railway will be not available during the earlier part of to-morrow, owing to the difficulty of communicating the postponement of the strike to men who are off duty.

The news of to-night's turn of affairs has obtained wide publicity, despite the comparatively late hour, nine thirty, by being broadcasted by radio.

NEW FRENCH CABINET.

REVIVIFYING THE MINISTRY.

CHOICE OF CAPABLE MEN.

An authoritative forecast of the new Cabinet gives M. Poincare Premier and Foreign Minister; M. Marsal, Minister of Finance; M. Maginot, Minister for War; M. Le Troquer, Minister of Public Works; M. Loucheur, Minister of Commerce; M. Daniel Vincent, Minister of Health and Labour; M. De Jouvencel, Minister of Public Instruction; Lieut. Colonel Fabry, Colonial Minister; M. Leygues, Minister of the Interior; M. Mercier, Minister of Justice; M. Bokanowski, Minister of Marine; and M. Rimbart, Minister of Agriculture.

M. Poincare has made a clean sweep of the old Cabinet, except M. M. Maginot, and Le Troquer, who are directly responsible for the occupation of the Ruhr. Their retention is interpreted as signifying that the occupation of the Ruhr remains the keystone of M. Poincare's policy.

It is generally accepted that the changes in the Cabinet do not indicate any change of principle with regard to foreign or home policy.

M. Poincare has seized the opportunity to eliminate Ministers not enjoying the confidence of the country, thus revivifying the Ministry and galvanising the majority party on the eve of the elections. M. Poincare is too engrossed in foreign policy to attend to other problems for which he requires capable men.

Of the newcomers, Mr. Bokanowski has been a protagonist of retrenchment during the past 18 months; M. Jouvencel represented France in the League of Nations; and M. Loucheur has been prominent in connection with reparations in kind, and at one time was regarded as a likely successor to M. Poincare in the Premiership.

The forecast of the new Cabinet is confirmed, except that M. Lefebvre Deprey becomes Minister of Justice; M. Capus the Minister of Agriculture; M. De Selves, Minister of the Interior; and M. Marin, Minister of the Liberated regions.

DOUGLAS S.S. CO.

HALF-YEARLY MEETING.

COMPANY'S NEW STEAMER.

The forty-first ordinary general meeting of the Douglas Steamship Co. Ltd., was held at the offices of the Company this morning.

Mr. H. P. White presided, and there were also present Mr. D. G. M. Bernard, Mr. W. E. Clarke, and Mr. C. G. Mackie (Consulting Committee), Mr. C. L. Farmer (Secretary), Messrs. G. P. Lammert, E. Abraham Chan Yuching, Lam Kim-chor, A. A. Alves, S. T. Williamson, J. E. Gomes and F. J. Gill (shareholders).

The Chairman said:—Gentlemen.—The report and accounts, which cover a period of six months only, having been in your hands for some time, I will, with your permission take them and the auditors' report, as read, and I trust that shareholders will accept the figures presented as satisfactory, taking into consideration the continued disorganised political condition of China, which, it is regretted, shows no signs of betterment, and that trade consequently has been of a fitful and uncertain nature, while the number of competitors is increasing. As stated in the report, both Haiching and Haibong have each undergone an extensive overhaul during the half-year, the cost of which has been debited to the working account of the steamers, and it is anticipated that little will be required in the way of repairs for the next year or two. The new steamer Haining will be soon in commission, and we fully expect will prove a very satisfactory addition to the Company's fleet. She is 315 feet in length and 46 feet beam, and has accommodation for over 40 first-class passengers, in commodious two-berth staterooms amidships; accommodation for 32 second-class passengers in a deck house aft, while her exceptionally lofty and airy tween decks will render her a favourite with deck passengers; in addition, she will have higher speed than is usual in steamers of her size, while her hull being composed of iron is better calculated to resist the effects of corrosion than if built of steel. The accounts call for no special comment, and I trust you will approve of the proposed distribution of profits, and also of our contribution to the Japanese Earthquake Fund. The amount written off as depreciation represents 4 per cent. for the half-year, being the amount allowed under the Company's Articles of Association; namely 8% per annum on the book value less the amount of the Reserve Fund. Regarding prospects for the current year, in the present unsettled state of affairs in the Far East an element of uncertainty must always exist, but I can state that earnings, up to the present time, are satisfactory. I now beg to propose the adoption of the report and accounts, as presented, and after this has been seconded, will be pleased to answer any questions shareholders may desire to ask.

The adoption of the report and accounts was seconded by Mr. G. P. Lammert and agreed to without discussion.

It was proposed by Mr. Williamson, and seconded by Mr. Gomes that Messrs. D. G. M. Bernard, W. E. Clarke and C. G. Mackie be re-elected as Consulting Committee for the current year. This was unanimously agreed to.

The Chairman.—The next business is the election of Auditors and you will note that the election of the firms of Messrs. Lowe Bingham & Matthews and Messrs. Linstead & Davis is recommended as being more convenient.

On the proposition of Mr. Gill, Abraham, seconded by Mr. Gill, Messrs. Lowe Bingham & Matthews and Messrs. Linstead & Davis were elected auditors for the current year at remuneration of \$500 per annum each.

This was all the business, the Chairman announcing that dividend warrants were now ready.

BUSES IN KOWLOON.

THE GOVERNMENT'S PRONOUNCEMENT.

Of interest to all residents in Kowloon and also to the motor bus companies now operating services, is the Government's pronouncement contained in the latest copy of the Government Gazette.

The following questions, asked by the Hon. Mr. H. E. Pollock, K.C., together with the Government's replies, appear:—

EXCLUSIVE RIGHTS TO BE GRANTED.

(i)—Will the Government state what their policy is in regard to the future running of Bus Services in Kowloon, and in particular whether they intend to adopt the policy of inaugurating a regular service in particular areas and routes with a standard scale of fares and schedule time table?

The Government's reply is:—As soon as circumstances permit it is the intention of the Government to grant exclusive rights in respect of omnibus services in the Kowloon Peninsula for such areas and on such routes as may be deemed desirable.

BRITISH BUSES TO BE CONSIDERED.

Mr. Pollock's second question is:—

"Will the Government, in connection with the above matter, consider the advisability of stipulating for the chassis and tyres of the Buses to be of British manufacture and for the bodies to be of approved design?"

The Government state that the reply is in the affirmative.

EFFECT ON EXISTING LICENCES.

Mr. Pollock's third question is:—

"In connection with the above Question (i), is there anything in the permits or licences given to parties running the present Bus Service to prevent the Government from making such terms as they may think fit with other persons for the running of regular Bus Service as suggested in Question (i)?"

In reply, the Government state that the licences at present in force in no way prevent the Government from taking the action indicated in the reply to the first question. As soon as conditions justify the granting of exclusive rights in any area the Government will decline to renew any existing licence in respect of that area. It is desirable that this should be clearly understood by all concerned.

PHOTOGRAPHY.

HONGKONG AMATEUR'S IDEA.

At the weekly meeting of the Hongkong Amateur Photographic Society on Thursday evening, Mr. Chung King-pui, the honorary secretary, gave a demonstration to the members present of his home-made enlarger, utilized with a worn-out Houghton's Tudor quarter plate camera and with no condenser. The camera itself is rather out of use for taking photographs, but is of service for the purpose of enlarging.

The principle is the attachment, to the back of the camera, of a light-tight box big enough to enclose an illuminant; a ground glass diffuser and a negative carrier. The whole, when not in use, is one handy box measuring 5 1/4 x 6 1/4 x 13 inches with no projecting part. It costs but a few dollars. Any camera, in addition to taking photographs, may be made to enlarge.

Mr. Chung King-pui will be pleased to advise or help anyone who may want to make use of his camera as an enlarger.

FOR HONGKONG'S AGED POOR.

Some Facts About a Wonderful Work of Charity.

HISTORY OF A WORLD-WIDE MOVEMENT.



Sketch showing complete scheme of proposed new Home for the Aged Poor at Kowloon City.

Over seventy poor and aged Chinese men and women, who otherwise would be in direct poverty and distress, are being provided for and waited upon in the St. Joseph's Home for the Aged Poor, which occupies the building which belongs to and was formerly known as the Basel Mission. As one passes along the road to Tai Po or Castle Peak and having left Yau-mat, with the growing centre of Shamshu-po on the left, one sees the building up on the hill to the right, just before the Castle Peak road breaks off from the old Shamshu Road. Few perhaps realise the wonderful work of Christian charity being carried on within that building. Human derelicts without friends or resources, too old to earn and in some cases quite helpless, are in the care of the Little Sisters of the Poor. One old lady of 95 years, others of over 80, an old man who has had over 30 years service at sea with a British company, a woman victim of the Japanese earthquake who witnessed the death of all her family—one could go on detailing particulars of these destitute old people. Many applications for admission have to be refused because of lack of accommodation, even the passage-ways and verandahs of the building are taken up with beds and cots. And in furtherance of their work, the Little Sisters of the Poor—Order of nuns who have consecrated their lives to the service of poor and aged people—are trying to get a new and enlarged Home. They aim at the accommodation of over 300 old folk, and it is because we would like that aim better known and supported that we gladly give this publicity.

ORIGIN OF THE ORDER.

There are few Orders more historically interesting than that of the Little Sisters of the Poor. In February, 1852, Charles Dickens wrote the following in *Household Words*—

"There was a poor servant-woman, a native of the village of La Croix in Brittany—Jeanne Jugan was her name—who was moved by the gentleness of her heart, and the fervour of her religion, to pity a certain infirm and destitute neighbour, to take her to her side as a companion, and to devote herself to her support. Other infirm people earned, by their helplessness, a claim upon her attention. She went about begging when she could not work, that she might preserve life as long as Nature would grant it to her infirm charges. Her example spread a

desire for the performance of similar good offices. Two pious women, her neighbours, united with Jeanne in her pious office. These women charished as they were able, aged and infirm paupers, nursed them in a little house, and begged for them in the vicinity. The three women, who had so devoted themselves, attracted notice, and were presently received into the Order of Sisters of Charity, in which they took for themselves the name of "Little Sisters of the Poor" ("Petites Soeurs des Pauvres"). The first house of the Little Sisters of the Poor was opened at Saint-Servan, in Brittany, in 1839. On the tenth anniversary of the establishment at Saint-Servan, ten similar houses had been founded in ten different French towns. The Petites Soeurs live with their charges in the most frugal way upon the scraps and waste meat which they can collect from the surrounding houses. The voluntary contribution, by which they support their institution, are truly the crumbs falling from the rich man's table. The nurse fares no better than the objects of her care. She lives upon equal terms with Lazarus, and acts towards him in the spirit of a younger sister. The number of Sisters altogether in this house engaged in attendance on the ninety infirm paupers is fourteen. They divide the duties of the house among themselves, two serve in the kitchen, two in the laundry, one begs, one devotes herself to constant personal attendance on the wants of the old men, and so on with the others, each having her special department. The whole sentiment of the household is that of a very large and very amiable family. To feel that they console the last days of the infirm and aged poor is all the Little Sisters get for their hard work."

WORLD-WIDE GROWTH.

The above extract supplies in brief the story of the humble foundation of the world-wide work, of its nature and of its truly providential growth. The first English house was opened in London in 1851. Then followed Manchester, Glasgow and Bristol, 1852; Dundee and Edinburgh, 1853; Birmingham, 1854; Plymouth and Leeds 1855; Newcastle, 1856. The first foundation in Ireland was in 1853. In 1863 a home was opened in Baltimore, U.S.A., and ten years later there were thirteen houses in different cities across the American continent. By 1869 the work consisted

of 107 houses and 1750 Sisters, and it sheltered 15,000 old people. Ten years later (in 1879) the houses numbered 170. Since then foundations have also been established in the East—at Colombo (1887), Shanghai (1894), Canton (1914), and Hongkong (1923). At present the Homes throughout the world number 320 with 5,000 Sisters, and shelter about 50,000 old people.

No annuitants, no privileged old people are received; only the most destitute and the most infirm. If accommodation can be found no deserving case is refused. In the homes there are no servants, no paid employees. In Hongkong, as in Europe and America, the Little Sisters themselves do the work of the homes. The work of the Little Sisters of the Poor is founded entirely on Divine Providence; it has no other basis. There is no secured income, no endowed beds, no fixed revenues. The future is not assured, not even the morrow. The refusal to accept endowments, however, does not apply to donations specially earmarked for building purposes.

THE HONGKONG DEVELOPMENT SCHEME.

And so it is that here in Hongkong the Little Sisters are appealing for support to enable them to get a Home of their own and are confidently embarking on a large building scheme on land provided by the Government at the back of Kowloon City. They have no resources at the moment other than promises of support. The total cost of the buildings, as shown in the sketch accompanying this article, is estimated at \$468,000 but at the moment they are only making an appeal to enable them to undertake the building of one block together with kitchen, laundry, gate house and mortuary, the estimated cost of which is \$213,700. The other work will be undertaken as funds permit.

Well-deserving charities should need no arguments to support them; they should only need publicity. To know of the devoted work the Little Sisters of the Poor are doing should be quite enough to inspire generosity. These aged and infirm poor Chinese, being rescued from the miseries of their circumstances and being housed, fed and clothed, are a communal responsibility on us in Hongkong. It is not too much to expect that the Little Sisters of the Poor—women who are giving their life's services—should receive the assistance they are asking for on behalf of others.

MOSQUITO BREEDING.

SUGGESTED NEW BY-LAW.

It will be remembered that at the recent meeting of the Legislative Council, the Hon. Mr. H. E. Pollock, K.C., gave notice of the following question:—"With a view to check the breeding of mosquitoes, will the Government pass a regulation making it compulsory to cut off all bamboo scaffolding immediately above the joint, so as to prevent a receptacle for standing water from being created?"

In the *Government Gazette* the following reply is given:—"It is being suggested to the Sanitary Board that a by-law should be passed under the Public Health and Buildings Ordinance prohibiting the use of bamboo scaffolding in which there is any

CHESS GIANTS AT BATTLE.

Dr. Lasker Makes Good Fight.

New York, March 28. There was a stubborn competition in the ninth round of the chess tournament, which ended with Alekhine still leading with 5 1/2 games won and 2 1/2 lost. Doctor Lasker is second with 5 and 2 respectively, and Reti third with 5 and 3. Capablanca handsomely beat Bogoljubow. — *Reuter's American Service.*

receptacle which would retain water. It is a simple matter to fill up any hollow part of a bamboo with cement or other suitable material so that it is not necessary to require that the bamboos should be cut exactly at the joint."

THE GRAND NATIONAL.

Winner's Twenty-Five to One.

London, March 28. The Grand National Steeple-chase resulted as follows:—Master Robert (25/1) 1. Fly Mack (100/7) 2. Silvio (100/7) 3. There were thirty starters, and the race was won by four lengths, with three lengths separating second and third. — *Reuter.*

EMPIRE EXHIBITION GUARANTEE.

Motion to Make it £600,000.

London, March 28. Mr. William Graham, the Secretary to the Treasury, has given notice of a motion in the House of Commons to increase the Government guarantee to the British Empire Exhibition from one hundred to six hundred thousand pounds sterling. — *Reuter.*

SHAH STILL NOMINAL RULER.

Teheran, March 28.

The report that the Mojlis has decided to depose the Shah of Persia is incorrect. — *Reuter.*

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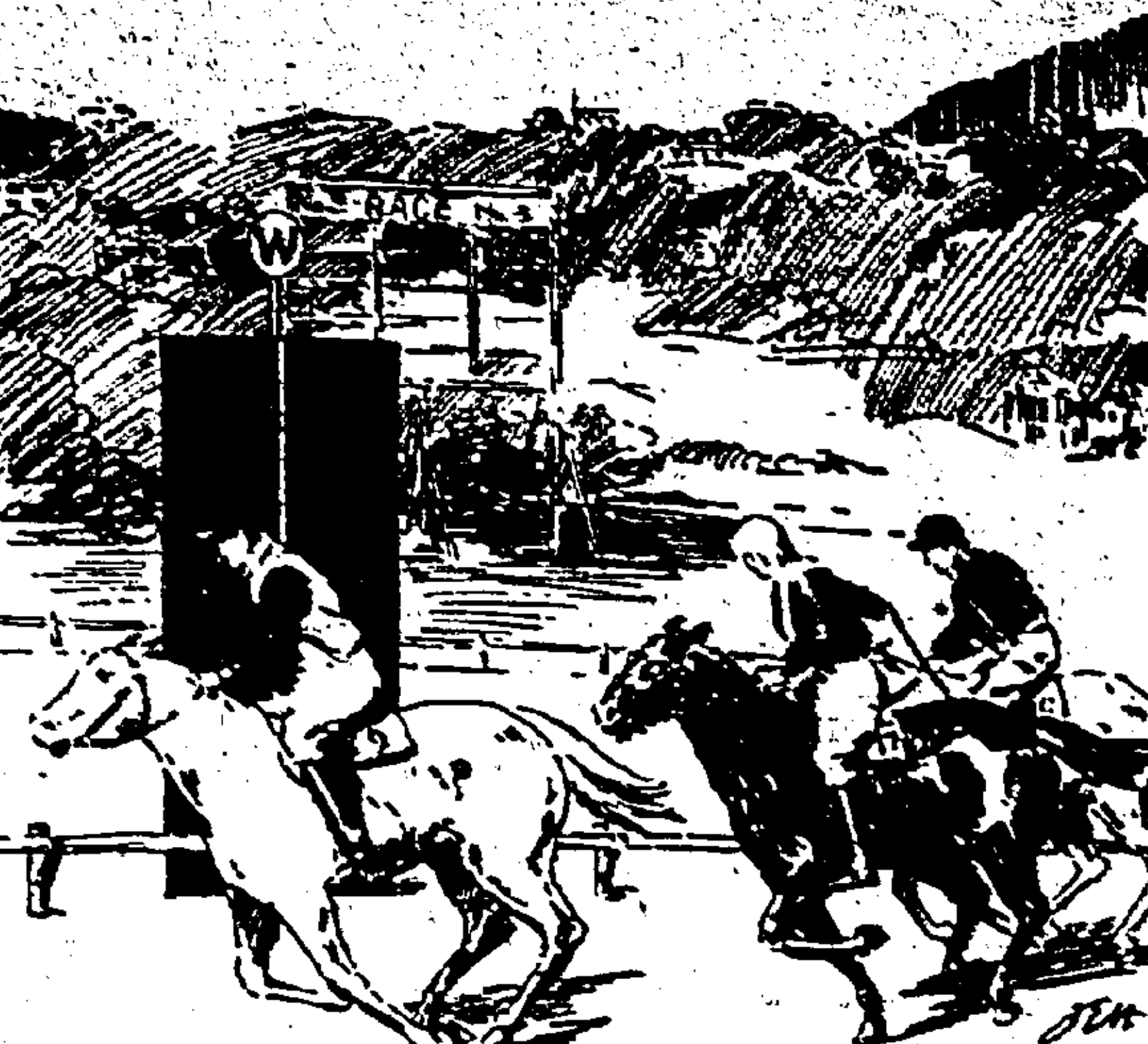
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"TAI LEE" PIRACY.**VERDICT OF MURDER.****JURY'S STRONG RECOMMENDATIONS.**The enquiry into the death of
Capt. Willox, of the ss.
Tai Lee, concluded yesterday,
when a jury comprising Messrs.
H. R. B. Hancock (foreman),
F. A. Perry and A. F. B. Silva
Netto returned a verdict of wilful
murder against the boatswain,
the assistant boatswain and other
persons unknown.Mr. W. B. Hind spoke at length
on the viewpoint of the China
Coast Officers and Marine
Engineers Guilds with regard to
anti-piracy measures, after
which the Coroner summed up.In concluding, the Coroner said
the jury might desire to make some
comments on the conduct of the
ship's officers and men on the
occasion of the piracy. On that
point he proposed to say little. The
conduct of the guards on duty
appeared to have been excellent.
The two inside the grill did their
best until they were wounded, and
the third was shot down before he
had time to do anything. As
regards the officers, the jury must
remember that this affair was shown
to have been as much a mutiny as
a piracy, since several members of
the crew were in league with the
pirates. That they had not carried
out the regulations had been
admitted by the Chief Officer, but
whether they could have done more
to resist the attack when it came,
was for the jury to say.**Lieut Beauchamp's
Memorandum.**In connection with the last two
issues, the Coroner read a memo-
randum drawn up by Lieut. Beauchamp,
Naval Intelligence Officer, in his
position as representing the naval
authorities, at the request of the
Commander-in-Chief. The memo-
randum was as under:Piracy Regulations.—We heard a
good deal of evidence as to whether
grills, etc., were kept locked. The
old Regulations laid down many
rules as to grills but omitted to
say anything should be kept locked.
The fact that a similar omission
has been made in the new regula-
tions, and not so far corrected does
not seem greatly to the credit of
those concerned.The new Regulations, however,
cover many of the points where
the old ones failed—notably no pas-
sengers within the gridded area of
the bridge—proper protection to the
engine-room, etc.The evidence has shown that none
of the officers carried arms. This
is in defiance of Regulation 32,
about which there can be no
question. The omission renders the
owners liable to forfeit \$5,000 bond.The conditions under which officers
are engaged upon to serve in these
ships are such that the ordinary
cleanliness, discipline and efficiency
of a British ship cannot be main-
tained by them. The fact that
they are on a 24 hours agreement
makes their position so insecure
that many do not take any trouble
to exercise command over the ships
which are entirely in the hands of
pilot, boatswain and comrade.It is impossible to expect the
conditions outlined above to
attract men capable of carry-
ing out the Regulations, or
by their personal influence of
rendering their ships unpopular
with pirates. At present the owners
regard British Officers as a neces-
sary evil which must be made tocost as little as possible and they
will not hesitate to dismiss a good
man who does not fall in with their
ideas, and put in his place anyone
from the water front who will
privately agree to take less wages
than the Guild rate.I consider that on board the ss.
Tai Lee there was no attempt at
discipline and command by Euro-
pean Officers, that the officers
were neither prepared to resist
piracy or mutiny, nor capable of
doing so, that had they been
willing to take command of their
ship and see the Regulations
efficiently carried out they would
have received no encouragement
from their owners, and probably
have rendered themselves liable to
summary dismissal, and that unless
the owners are deprived of their
bond for offences under the regula-
tions under the circumstance they will
never and it worth their while to
keep good officers. Unless pay
conditions and compensation are
made attractive, good officers cannot
be expected to stay in river
steamers. Unless you have good
officers in river steamers you will
never get the Regulations carried
out.It is the opinion of the Com-
mander-in-Chief that the Regulations
are sufficient when combined with
efficient police measures and reason-
able discipline, determination and
co-operation on the part of the
officers to put a stop to piracy.**The Jury's Verdict.**The jury, after consultation,
brought in the following verdict,
which was read out by Mr. H. R. B.
Hancock, the foreman:1. Our verdict is one of wilful
murder against the bosun, the
assistant bosun and persons un-
known.2. Searching before the vessel
sailed would seem to have been
carried out as efficiently as circum-
stances permitted, but it was quite
possible for arms to be secreted
on board without arousing suspicion,
especially at Wongmoon, where, we
understand, no search took place.
The present searching in force at
Hongtung is not at all adequate.3. There was considerable slack-
ness over the anti-piracy regulations
by the ship's officers and crew.
None of the officers carried arms,
and the ship's arms and ammunition
were locked up in a steel box in
the Captain's cabin, the key of
which was always in his possession.All rockets, Very lights, etc., were
kept locked in a steel box on the
bridge, the key of which was held
by the Captain. Nothing was in
readiness and it was impossible as
things were to give any call for
help at all. Carelessness is evident
in connection with the closing of
the main deck stockhold entrance:
no proper supervision. The lower
grills were left open when the ship
was leaving Wongmoon. Some of
the ship's revolvers were stolen
when the Tai Lee was in dock after
the typhoon of last year from a
locked drawer in the Captain's
cabin. We consider this carelessness.These revolvers were of the
same calibre and type as those used
by the pirates, and the bullet pro-
duced in Court and taken from the
body of Capt. Willox was of the
same calibre. We think the pirates
undoubtedly knew there was a
general air of slackness on board.
The dodgers about the bridge were
not closed. Why?**Not Conducive to Efficiency.**1. The ship's European comple-
ment appear to have given in at
the first warning of pirates on**HONGKONG SPORTS & PASTIMES (Seventh Series)**Owners and backers find that a "Victoria
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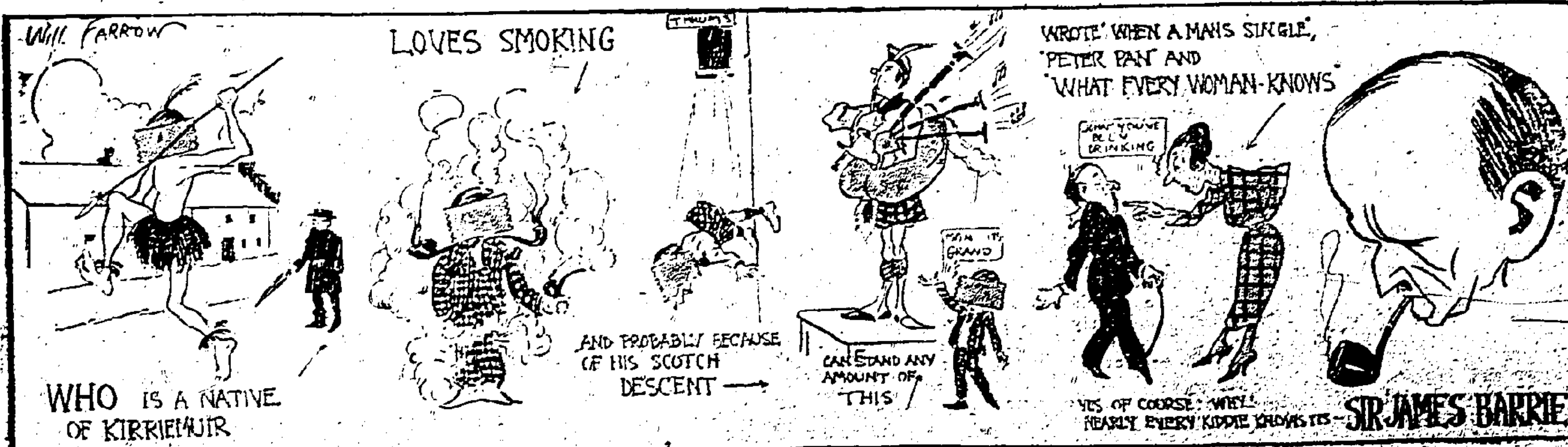
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Hongkong.

Canton.

board. They did not seem either
anxious or willing to assist in
suppressing them. Being unarmed,
this was doubtless the only course
open to them. It is impossible,
however, to call upon them to
defend their ships under these
circumstances unless they are
engaged upon better terms of ser-
vice and given such control over
their ships as exercised by a British
master over a British ship. We
are strongly of the opinion that
the present terms of engagement,
namely, 24 hours notice, does not
conduce to efficiency. We think
the Government should call on the
Harbour Master to put forward
such recommendations for the
improvement of the service which
will attract capable and efficient
officers. It is impossible to expect
officers to serve in these ships
under present conditions unless they
are given suitable rates of pay and
provision is made in case of death
or disablement. We think that
possibly if rockets, etc., had been
ready in position for firing some
warning and call for assistance might
have been made. There is much con-
flicting evidence with regard
to the Chinese members of the
crew, but the fact that several
were seen during the piracy, armed
and assisting the pirates had left
the vessel and have never been
heard of since, point to some of
them being involved. We were not
at all impressed by the evidence
given by the ship's carpenter and
pilot. We are definitely of the
opinion that the bosun and his
assistant were involved and that he
was one of the ringleaders.2. We understand that the owners
are under a \$5,000 bond to carry
out the regulations. As they were
broken in this case we recommend
the Government to enforce the
bond.3. With regard to the Indian
guards we consider they did
their duty, but the present system
of employment is unsatisfactory.
The Captain should have more
control over the guards, who, at
present, are almost entirely under
the Captain Superintendent of
Police.4. We feel very strongly that
compensation should be paid to the
dependents of Capt. Willox.**Collaboration with Canton.**5. We consider that the Govern-
ment anti-piracy regulations, if
conscientiously carried out by the
owners, masters and officers of ships,
will only help to lessen the danger,
and that more effective measures
of dealing with the question are
necessary. We notice, in passing,
that under the regulations no
mention is made that the grills
should be locked. Whilst recognis-
ing, in principle, the question of
resistance, we are strongly of the
opinion, that where ships officers
are wounded or killed in repelling
a piratical attack provision for their
dependents must be made.One of the most important points
to be considered is that of search
which, though at present carried
out as efficiently as circumstances
permit, is, in our opinion, totally
inadequate to deal with the situa-
tion. Some new scheme, such as
a central depot, where a far larger
staff must be employed, and where
more control can be exercised,
appears to us to call for immediate
consideration. This is, however,
not by any means the solution of
the difficulty. It is fairly probable
that some, at any rate, of these
piracies are organised in this
Colony and the pirates take refuge
in neighbouring Chinese territory
after the deed is done. None of
them have been brought to justice,
and the only way, we think, this
can be done is by collaborationwith the Chinese authorities in
Canton. We cannot help thinking
that some working arrangement
could and should be come to with
the Chinese Customs authorities,
and/or the police in Canton, which
would work to the mutual advantage
of both places. In this connection
we think steps should be taken
by the local Government to com-
municate with the police at Canton
to endeavour to apprehend the
bosun and other members of the
crew who escaped. Punitive
measures should be adopted against
the pirates in the locality in which
they landed. This we consider, of the
greatest importance.We think that the present system
of military patrols in force on one
boat of a convoy might be extended
to each boat.Finally, we recommend the
strengthening of the service of naval
patrols in the Canton delta, and
that all passenger ships sailing out
of Hongkong must be provided with
wireless and carry at least one
efficient wireless operator.The Coroner thanked the jury for
their services.**NOT ANONYMOUS.**The anonymous letters came
recalls a story of the late Dr.
Parker, who made a neat scene on
one occasion against the writer of
one of these epistles. Whilst in
his pulpit one Sunday morning at
the City Temple a note was
handed to him by the vergor, and
upon opening it he found
scrawled across a sheet of paper
the word "Pooh." Rising
immediately to the occasion, the
great preacher exhibited it to his
congregation, and said: "In my
time—I have received much
anonymous correspondence in
which the writer has written the
letter but forgotten to sign his
name. But here is a stranger
thing—a man has written his name
and omitted to write the letter!"**CARICARTOONS**

Specially drawn by Will Farrow.

**NOTICE OF REMOVAL.**We beg to notify the Public of our removal
on the 1st. April, 1924, into New Premises
situated in the Asiatic Petroleum Company's
Building, 26, Queen's Road Central.**THE PHARMACY**

(FLETCHER & CO. LTD.)

2, Queen's Road Central.

TEL. 345.

TEL. 345.

DONT PUT YOUR WINTER CLOTHES AWAY DIRTY.



Send Them To Be Thorough Dry-Cleaned and Pressed It Will Keep The Moth Away and Save You Many Dollars When Next Winter Arrives.

MAY WE SERVE YOU?
STEAM LAUNDRY COMPANY.
HEAD OFFICE AND WORKS: YAUMATEL, Tel. K.32
HONGKONG BRANCH: 16 Stanley Street, Tel. C.1279
62, Praya East.
KOWLOON BRANCH: 19, Canton Road. Write or Phone
CANTON: 19, Shark Central, East. for
KOWLOON HOTEL DEPOT. PRICE LIST.

THE LATEST MODEL LADIES'

Spring Hats

are Smarter Than Ever.

Prices Reasonable.

LARGE RANGE of NEW FLOWERS.

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HONGKONG HARDWARE CO.

"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C.1993. 119 Jervois Street.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement-asbestos

ROOFING

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT"

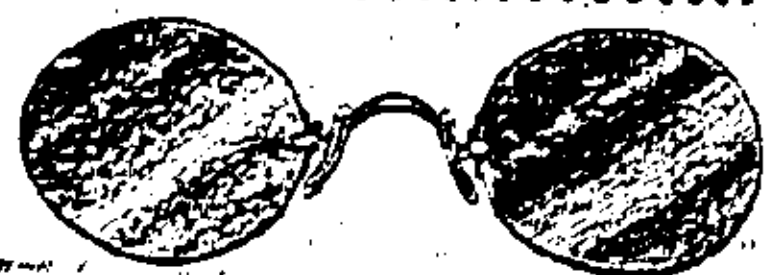
and a copy of his report, together with full particulars of "ITALIT" will be forwarded post free on request.

Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

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SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS



Have you been affected by any distressing symptoms of eyestrain? Have you been tormented with all sorts of remedies and have been given over to painful anxiety?

That's the defect of refraction. Come and consult with our optometrist.

NATIONAL OPTICAL CO., LTD.
GRADUATE OPTICIANS,
40, Queen's Road Central.

RETIRING CHIEF JUSTICE.

ENTERTAINED AT CHINESE DINNER.

A happy function took place at the Yee Woo restaurant, West Point, last night, when the Chinese merchants, under the auspices of the Chinese General Chamber of Commerce, gave a dinner in honour of the retiring Chief Justice, Sir William Rees Davies, K.C. The restaurant was liberally decorated for the occasion, flags, bunting and festoons being everywhere in evidence. There was a large and distinguished gathering present, including the heads of almost all Government departments. Over one hundred Chinese merchants attended.

The neatly-printed menu card formed a pleasing souvenir. On the cover was a pair of scales, and below this were four Chinese characters meaning: "In him (Sir William Rees Davies) are united the Six Virtues of a good Judge: charity and ability, dignity and uprightness, knowledge and discernment."

Guests and Hosts.

Among the guests were: H. E. Governor, Sir Edward Stubbs, B. C. M. G., and Captain Neville, A. D. C., His Honour Sir Wm. Rees Davies, H. E. the General Officer Commanding, Sir John Foster and Lieut. Searle, Com-modore Grace and Paymaster Comdr. Worthington, Hon. Sir Claud Severn, Hon. Mr. J. H. Kemp, Hon. Mr. C. McL. Messer, Hon. Mr. H. T. Cressy, Hon. Mr. A. E. Wood, Hon. Mr. H. E. Pollock, Hon. Mr. A. G. Stephen, His Honour Mr. Justice Gompertz, Hon. Mr. E. D. C. Wolfe, Hon. Mr. J. H. Holyoak, Hon. Mr. A. B. Lowe, Mr. R. H. R. Wade, Mr. H. Copley Mowle, Dr. G. M. Harston, Mr. R. E. Lindsell, Mr. C. G. Alabaster, Mr. Eldon Potter, Mr. F. C. Jenkins, Mr. S. B. B. McElerry, Lieut. Commander C. Hake, Mr. T. M. Hazlerigg, Mr. H. A. Nisbet, Mr. N. L. Smith, Mr. E. W. Hamilton, Mr. A. Dyer, Mr. C. D. Melbourne, Mr. Li Kwai (Chairman), Mr. Ho Kwong (Vice-Chairman), Hon. Mr. H. H. Kotewall, Hon. Mr. Chau Siu Ki, Mr. Ho Fook, Mr. Ho Nam Tong, Mr. Ma Chi Lung, Mr. Li Yau Tsun, Mr. Fung Ping Shan, Mr. Mok Kong Sang, Mr. Kwok Shiu Lai, Mr. T. N. Chan, Mr. M. K. Lo, Mr. H. K. Hung, Mr. H. K. Woo, Mr. M. W. Lo, Mr. A. E. Hall, Mr. H. C. Lyson, Mr. Sir Tak Fan, and Mr. Chau Pak-tim Secretary.

Mr. Li Kwai, Chairman of the Chamber of Commerce, proposed the toast of "The King" while the Vice-Chairman, Mr. Ho Kwong, proposed that of "The President of China."

Sir Wm. Rees Davies' Career.

In proposing the health of the retiring Chief Justice, the Hon. Mr. Kotewall said: "Mr. Chairman, Your Excellencies, Sir William, and gentlemen.—This is probably the largest Chinese dinner ever given in honour of a public official in Hongkong, and that fact alone is sufficient testimony of the admiration and esteem in which our retiring Chief Justice is held by the Chinese community. After a strenuous and successful career, extending over the long period of about thirty-seven years, and spent in various parts of the Empire, Sir William Rees Davies is now seeking the rest which he has so well earned, in honourable retirement. (Applause.)"

Sir William's career is as remarkable as it is distinguished. The first public office he held was, I believe, that of Justice of the Peace and Deputy Lieutenant of Pembroke-shire, which was for some years represented in Parliament by his father, the late Sir William Davies, and afterwards by himself. It must have been a matter of pride to our Chief Justice that in two contested elections he actively assisted his father, with gratifying results, and that eventually the mantle of the father descended on the son. The ability he displayed in the House of Commons soon attracted the notice of that great Chancellor of the Exchequer, Sir William Harcourt, who made him his private secretary. A few years afterwards he was appointed Attorney-General of the Bahamas, and during this term of office he administered the Government on one occasion. He was next transferred to Cyprus as King's Advocate, and from that ancient island he came to Hongkong as our Attorney General. Sir William seems to have shown a strong partiality for islands. Perhaps the Celtic legend of the Islands of the Blessed had attracted him to these three island colonies.

A Just and Upright Judge.—It was seventeen years ago that Sir William first landed in this Colony, and six years afterwards

he rose to the high and responsible position of Chief Justice here. As Attorney General, he won the respect and confidence of the community as being a sound lawyer, scrupulously fair, patient and courteous, and wholly free from the narrowing prejudices of race and class. His work on the Bench is well known to us all. By common consent he has been a just and upright judge, skilful in discerning truth from falsehood, learned in the law, wise and firm in the use of punishment. Though he has never hesitated, when dealing with hardened criminals and brutal offences, to make the punishment fit the crime, he has also shown that he knows how to temper justice with mercy. In short, the qualities which the Chinese Classics tell us are essential for a good judge, and which are embodied in the four characters printed on the front cover of the menu before you, are exemplified in the person of Sir William Rees Davies. Hongkong has indeed been fortunate in having as its chief law officer and afterwards as the head of its Judicature an official who has had parliamentary as well as administrative and judicial experience. (Applause.)

Crowded and Varied Career.

Sir William is a man of many and varied interests. Devoted to outdoor and manly sports, he is a good swimmer, a keen golfer, a patron of the noble art of self-defence, and in his younger days, a good shot. I have been told that he is also a keen Freemason; and though I do not quite know what that means, not being a mason myself, I feel sure it must be something good. As Chairman of St. David's Society, he has entirely succeeded in keeping gallant little Wales before the Hongkong public since the Welsh Wizard went out of office. Most of us present no doubt still remember the distinguished part he played as Chairman of the Executive Committee for the entertainment of the Prince of Wales on his visit here two years ago. His presentation of the various personages to His Royal Highness—with that sweep of the hand which he alone knows how to make, and with that courtly and dignified bow—commanded the admiration of all the ladies present, and excited the envy of most of the men. (Laughter.)

Gentlemen, such a crowded and varied career cannot, I think, but be rich in interesting experiences and interesting anecdotes, more especially that part of it spent in intimate association with Sir William Harcourt during a time of political storm and stress. Would it be too bold to hope that Sir William may tell us some of them this evening, now that the responsibilities of office will soon drop from him? From his smiling face, methinks he is going to oblige us. So I must no longer keep you from the good thing that is to come, and would close by assuring Sir William once more of our profound admiration and respect. Though we shall soon part from him, his good work will long live in our memory, and will endure in the many beneficent laws which he helped largely to make during his tenure of office as our Attorney General. We all wish him many years of retirement—years of restored health and renewed vigour, of tranquil rest and unclouded happiness. Gentlemen, I give you "His Honour Sir William Rees Davies." (Applause.)

Sir Wm. Rees Davies' Reply.

Replying, the Chief Justice said he could assure the Chinese merchants that the occasion would forever remain in his mind. He was pleased to see that such a large and representative gathering of Chinese had invited him to this hospitable dinner, which he took it was an appreciation of the humble services he had rendered to the Colony for a period of seventeen years. He desired to thank H. E. the Governor and H. E. the Officer Commanding for gracing the function with their presence, and the Hon. Mr. Kotewall for his kind and generous remarks about himself. Sir William Rees Davies then indulged in personal reminiscences, entertaining the gathering with an account of his experiences in Bahamas, Cyprus and Hongkong, and the difficulties besetting the work of a Judge in the Colony; where the bulk of the population was Chinese and most of the cases involved a great deal of translation work. When he first came to Hongkong he was fortunate in having the assistance of certain Chinese gentlemen, among whom was the late Sir Ho Kai, whose co-operation had been particularly valuable to him. He had the most pleasant recollections of his association with that gentleman in drafting the Public Health and Building Ordinance and other laws. He would also like to express his appreciation of the co-operation of the late Sir Boshan Wei-Yak, and

the late Mr. Lau Chu-pak, also members of the Chinese Chamber of Commerce, who had given him unstinted support whenever required. He bade farewell to the Chinese community with sincere regret and he wished them with all his heart continued prosperity. (Applause.)

Friendly Relationship.

The Hon. Mr. Chau Siu-ki proposed the toast of "The other Guests." He said.—Mr. Chairman, Your Excellencies, Sir William, and gentlemen.—I have been asked to propose the toast of our other guests, and it really gives me very great pleasure to do so; but, not having the gift of a silvery tongue like that of my honourable friend Mr. Kotewall, I think it wise to be as brief as possible. It is most gratifying that on the occasion of our bidding good-bye to His Lordship the Chief Justice, His Excellency the Governor and so many distinguished personalities should honour us with their presence, to all of whom we extend a very hearty welcome. Their pleasant company is the very essence of the evening's success, and what I am particularly happy to witness is that feeling of good fellowship and agreeable companionship, which is apparent all round, and I am confident in saying that this is but a further proof of the sincere friendly relationship always existing between the European and the Chinese sections of the community in this Colony. I hope and believe this bond of happy friendship will be maintained and strengthened as the years go on. I now ask my fellow-hosts to rise and join me in drinking to the health of our other guests complied with the name of His Excellency the Governor. (Applause.)

Chinese Community Thanked.

Rising on behalf of the guests, H. E. the Governor thanked the Chairman and all the hosts for the entertainment. He was pleased to see such a large gathering assembled to bid farewell to the respected Chief Justice, whose services to the Colony had been so well set out by Mr. Kotewall. As Mr. Chau Siu-ki had said, this was an indication of the friendliness and co-operation between the two communities which all of them should endeavour to cultivate to the utmost. His Excellency said his own relationship with the Chinese community had been most friendly, and he took this opportunity of expressing his keen appreciation of the assistance given in every way by Mr. Chau Siu-ki, his predecessors, and the Tung Wah Hospital and District Watchmen's Committees. On behalf of the Government he wished to thank the Chinese community. (Applause.)



The Tin that "Delivers the Goods."

Here's the tea that never contradicts its advertisements. We advertise it as good and when you get it—it is good.

The vacuum tin makes this a certainty. It harbours no tea-destructive tropical air.

When you open your first tin of Brooke Bond tea you will notice a wealth of fragrance such as only comes from good tea in fresh condition. When you take your first sip from a brew of it—Ah! this is the tea you must always get.

Enjoy a cup of tea from your first pound of Brooke Bond tea today.

BROOKE BOND INDIA LTD., P.O. Box 137, Calcutta.
Hong Kong Agent: ALEX. ROSS & CO., Hong Kong.

You'll prefer
Brooke Bond
the good tea in the tin that keeps it good

The only vacuum-packed tea. Vacuum packing is a necessity in the tropics.

NEW FOOTWEAR

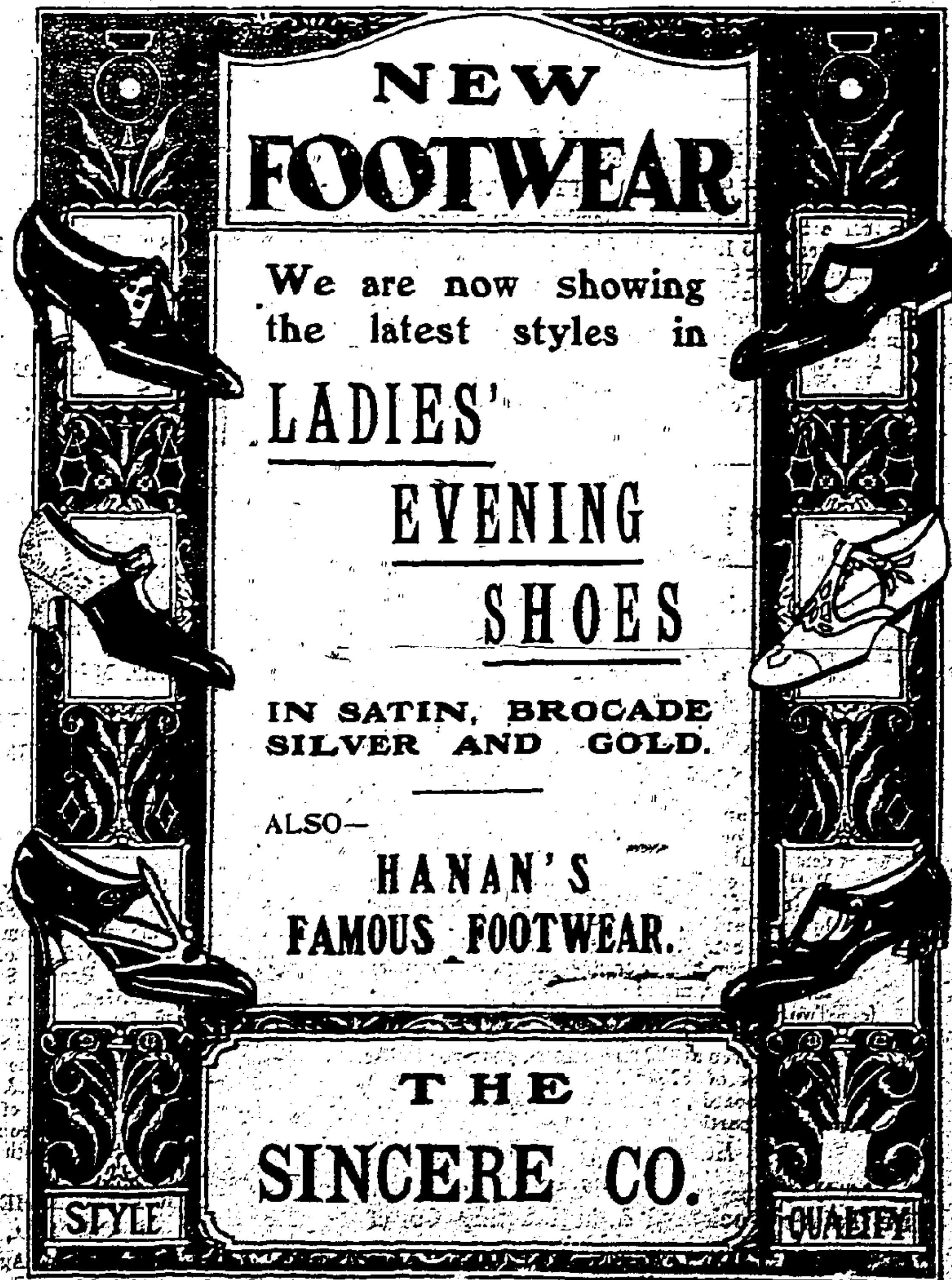
We are now showing the latest styles in

LADIES' EVENING SHOES

IN SATIN, BROCADE SILVER AND GOLD.

ALSO—
HANAN'S FAMOUS FOOTWEAR.

THE SINCERE CO.



NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box No. is required

TO BE LET.

TO LET.—Large Ground Floor Office, Central Location. Particularly suitable for Banking business. Apply Box 1091 c/o "Hongkong Telegraph."

TO LET.—Single and Double rooms with board. Apply 4, The Albany.

TO LET.—For two months. Five roomed furnished house at Magazine Gap with Tennis court attached. Apply Box 1093 c/o "Hongkong Telegraph."

PRIVATE HOTEL.—1, Victoria Garden Kowloon 1 minute from ferry. Next door new hotel terms from \$4 per day full board. Special rates for families. Tel. K. 357.

TO LET FOR 6 MONTHS.—Peak residence—253 "The Falls" unfurnished with garden and swimming tank. Possession 1st April, 1924. Apply SANG KEE, New Bank Building.

LAND 8000'. 49,000. Cheung Sha Wan, Shengshui and elsewhere, also houses to rent and for sale. Homestead, Shengshui, Peak & Lower levels. Tel. 4306 Hongkong Small Investors' Share & Real Estate Co.

TO LET.—Two roomed flat, Chantong Street. Light & airy, electric lights. Water, two minutes from Shamen British bridge. Apply E. R. Mogra, Shamen.

TO LET.—7 houses in Gordon Road, Causeway Bay, near waterfront, good locality, suitable for godowns and factories, nicely built with reinforced concrete, upper flats suitable for dwelling purposes with water-meters. Apply No. 2 Gordon Road, Causeway Bay or Tel. C. 2721. Cheong Hing Contractor Company.

BUNGALOW. Furnished, at Repulse Bay, to let for 6 months from April. Situated 4 miles from town on a beautiful site overlooking the ocean. 5 Rooms, 2 Bathrooms, Hot Water System, Electric Light, Flush Lavatories, Garage for 2 Cars, Tennis Court and commodious servants' quarters. Rent \$350 per month. Apply G. H. Wilson, care of Robertson, Wilson & Co., Ltd., Tel. 1745.

FOR SALE.

3,000 B.H.P. POWER PLANT.

THIS plant consists of the following, all in working order, having just recently been in full use.

- Four "Mond" gas producers capable of generating 400,000 cubic feet of gas per hour of 140 B.T.U. per cubic foot complete with washers, cooling tower, scrubbers, centrifugal cleaners, blower, motors, piping, etc., coal elevator and charging plant.
- Two "Cockerill" horizontal 4-cylinder tandem double acting type gas engines, 1,000 B.H.P. each and two same type 2-cylinder engines of 500 B.H.P. each, all the above made by Richardson Westgarth & Co., England. Engines complete with air starting plant, electric ignition, water cooling pumps and motors, turning gear, motors, etc.
- Two dynamos by Dick Kerr & Co., England, having an output of 750 K.W. each at 250 volts when driven at 120 revolutions, also two similar dynamos of 375 K.W. each, complete with switch-boards, and instruments, etc.

For further particulars, apply to

Messrs. BUTTERFIELD & SWIRE, Agents.

The Taikeo Dockyard & Engineering Co. of Hongkong Limited.

Hongkong, 28th. March, 1924.

TO BE LET.

TO LET.—5 roomed house No. 5, Peace Avenue, Hemuntin. Apply within or Box 1087 c/o "Hongkong Telegraph."

FOR SALE.

ROAMER CAR.

7 seater touring model

ALLISON GRANDPETTE PIANO

Particulars from G. T. EDKINS, 350, Peak, or A. E. Farrell, c/o Butterfield & Swire

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

NOTICE OF MEETING.

NOTICE is hereby given that the Second Ordinary Yearly Meeting of Shareholders of the Hongkong Engineering & Construction Company Limited, will be held in the Offices of Messrs. Shewan, Tomes & Co., St. George's Building, Chater Road, Hongkong, on Thursday the 10th. day of April 1924, at 12.00 noon for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the Half-year ended on the 31st. December 1923, and of electing Directors and Auditors. The Transfer Books of the Company will be closed from the 4th. to the 10th. April, both days inclusive.

By Order of the Board.

S. COURTNEY COOK, Secretary.

Hongkong, 27th. March, 1924.

THE ROYAL HONGKONG GOLF CLUB.

(LADIES' SECTION)

(1) UNATTACHED LADIES.

As from 1st. May, 1924, all permits already granted to ladies other than wives, daughters or sisters of members of the Club, to use the Golf Courses and Clubhouses, will be withdrawn. Unattached ladies who desire to obtain the privileges of the Club should make immediate application to the undersigned, giving full particulars of their case and addresses, such applications being endorsed as "recommended" by a member of the Club.

(2) ATTACHED LADIES.

Members are requested to forward forthwith to the undersigned particulars of lady members of their families. This is necessary to enable a register to be prepared showing ladies entitled to use the Club premises.

By Order.

E. D. MATTHEWS, Secretary.

AMUSEMENTS.

HONGKONG PHILHARMONIC SOCIETY

GRAND CONCERT.

under the patronage of H.E. The Governor by the Society's Chorus and Orchestra

THEATRE ROYAL.

(TO-DAY)

SATURDAY, 29th March, 1924 at 9.15 p.m.

Booking opens on 15th March at Anderson Music Co.

Prices: \$3, \$2 & \$1.

PUBLIC DINNER

to Sir William Rees-Davies, K.C.

IT is proposed that a dinner should be given by the Foreign Community in honour of the departing Chief Justice at the Hongkong Hotel, on Saturday, 12th. April, at 8 p.m. Gentlemen wishing to be present should notify on or before 5th April, their intention to Colonel Robertson, Hongkong Club, who will be supply all particulars. Hongkong, 22nd. March, 1924.

OFFICIAL NOTICE.

Proposal to change a ship's name.

WE, THE SHUN TAI S.S. CO. (Hongkong) LTD. of 114 Wing Lok Street, Hongkong, hereby give notice that in respect of change of ownership, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "NIPIC" of Manila official number 153537 of gross tonnage 1263.19 tons register tonnage 1296.77 tons heretofore owned by Madrigal & Co. of Manila, for the permission to change her name to "BORNEO" and to have her registered in the new name at the Port of Hongkong, as owned by The Shun Tai S.S. Co. (Hongkong) Ltd.

Any objection to the proposed change of name must be sent to the Registrar of Shipping at Hongkong, within seven days from the appearance of this advertisement.

Dated at Hongkong, this 29th. day of March, 1924.

(Signed) THE SHUN TAI S.S. Co. (Hongkong) LTD.

Pang Koksui, Secretary.

"TROILUS" FROM U. K.

ARRIVED 6/3/24.

R. W. 10 CASES Various Woollen Suitings & Co.

NOTICE is hereby given that original Delivery Order on Holt's Wharf, Kowloon, covering the above packages is lost or said to be so, and it is therefore declared null and void. Duplicate Delivery Order is being issued Hongkong, 20th. March, 1924.

CHINA SUGAR REFINING COMPANY.

NOTICE.

THE Fortieth Ordinary Annual Meeting of the Shareholders of the above Company will be held at the Offices of the General Agents, Pedder Street, on Monday the 31st. March 1924 at 11.00 a.m. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st. December 1923.

The Transfer Books of the Company will be closed from the 17th to 31st. March 1924 both days inclusive.

JARDINE MATHESON & CO., LTD., General Agents.

Hongkong, 10th. March, 1924.

FORTHCOMING AUCTION SALES.

Lammert Bros. Lammert Bros.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Wed, the 16th April 1924.

at 3 o'clock p.m. at No. 6 Catchick Street, Kennedy Town

Two Complete Sets Rattan and Cane Splitting Machinery.

to be put up in two Lots

Lot 1. Machinery consists of 2 Splitters and 4 Shavers complete with Shafting and Pedestals and a Quantity of Spare Cane Splitting Cutters (New.)

Lot 2. Machinery consists of 2 Splitters and 6 Shavers with a Quantity of Spare Cane Splitting Cutters.

N. B. The Machinery comprising Lot 1 has been in use for 6 months and is in first class and serviceable condition.

The items comprising Lot 2 are new and are still in their original cases.

For Further Particulars apply to be Undersigned.

Terms.—30% of the purchase price on fall of hammer.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions from the Owners and Underwriters to sell by Public Auction on

Tuesday, the 1st. April, 1924.

at Noon

at their Sales Room, Duddell Street, Hongkong.

The British River Steamer "Heungshan"

as she now lies in her present condition in the Canton River, beached opposite Larkins Point (Kellert Reach) Blenheim Passage

Terms.—Cash on fall of hammer when the vessel will be at Purchaser's Risk

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 1st. April, 1924.

at 3 o'clock p.m. IN ONE LOT

by Messrs. LAMMERT BROS., Auctioneers

at their Auction Rooms in Duddell Street

The Ship is of 697.9 Tons Gross and 402. Net Tonnage

Length 165 feet 8 inches or thereabouts

Beam 27 feet 8 inches or thereabouts

Draft 14 feet or thereabouts

Horse Power 225

For orders to view, apply to Messrs. Lammert Brothers, the Auctioneers.

For further particulars Apply to:—

Mr. F. E. NASH, Solicitor.

No. 10 Queen's Road Central, or to Messrs. LAMMERT BROS., the Auctioneers, Duddell Street.

ENGAGEMENT EXTRAORDINARY

SUNDAY, TO WEDNESDAY, **THE STAR** TWICE DAILY 5.30 & 9.15

The Sensation of The Manila Carnival

PETER THE GREAT (Peter Limotkin)

THE STRONGEST MAN IN ALL THE WORLD

The Modern Sampson.....Elmo The Mighty out done.

\$1,000 REWARD

For anyone that can perform these remarkable feats.

LIFTING 30 MEN **BENDING R.R. RAILS.**

SEVEN PASSENGER BUICK Fully loaded driven across his chest.

LIFTING 2 MEN With little finger

LIFTING 5 MEN With one hand.

A HUNDRED OTHER STRENGTH DEFYING FEATS. In conjunction with an exceptionally good picture programme.

GLADYS WALTON **FELIX THE CAT**

IN **IN**

Playing With Fire **Felix Comes Back**

BARGAIN PRICES. Matinees 60 cts. & 51. Nights \$1.00 & 1.50 Children and Service men Half Price.

Booking at the Star 11 a.m. to 11 p.m. Phone K. 704.

SEND THIS VOUCHER TODAY— It entitles you to full particulars of how you can make your future SAFE—whatever you present income.

The manager, Sun Life Assurance Co. of Canada, (Confidential) 15, Queen's Road, Central Hongkong.

Please send full details of your Investment Insurance Plan as it applies to me personally.

Name..... Address.....

Exact Age..... Years..... Months..... How much I could put by each month.....

HUGHES & HOUGH LIMITED.

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wed, the 2nd. April 1924

commencing at noon

at their Sales Room, Duddell Street

6 Commercial Radio Receivers (De Forest)

and A Quantity of Coils, Racks, Vacuum Tubes, etc., etc., also

One "Bungalite" Electric Lighting Set.

Terms.—Cash on Delivery

LAMMERT BROS., Auctioneers.

PARTICULARS AND CONDITIONS OF SALE

of the

STEAMSHIP "KWAI WA"

now lying at Shamsui, to be sold by

Order of the Mortgagees by

PUBLIC AUCTION on WEDNESDAY,

The 9th. day of April, 1924,

at 3 o'clock p.m. IN ONE LOT

by Messrs. LAMMERT BROS., Auctioneers

at their Auction Rooms in Duddell Street

The Ship is of 697.9 Tons Gross and 402. Net Tonnage

Length 165 feet 8 inches or thereabouts

Beam 27 feet 8 inches or thereabouts

Draft 14 feet or thereabouts

Horse Power 225

For orders to view, apply to Messrs. Lammert Brothers, the Auctioneers.

For further particulars Apply to:—

Mr. F. E. NASH, Solicitor.

No. 10 Queen's Road Central, or to Messrs. LAMMERT BROS., the Auctioneers, Duddell Street.

THE Undersigned have received instructions to sell by Public Auction (for Account of the Concerned),

on TUESDAY,

the 1st April, 1924, at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Quantity of Valuable Books, comprising:—

International Encyclopaedia of Surgery Volumes, Practical Lessons in Hypnotism and Magnetism, Stockhart's Principles of Chemistry, Workshop Receipts for Manufacturers, Mechanics and Scientific Amusements, etc., etc.

And An Assortment of Medical Books, etc., etc.

Terms.—Cash on delivery.

HUGHES & HOUGH, LTD., Auctioneers.

Hongkong, 28th. March, 1924.

Lammert Bros.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Sat, the 5th. April, 1924, commencing at 11 a.m.

at No. 6 Catchick Street, Kennedy Town

2 "Atlas" Combined Rice Mills with Huller

Scouring Cones and Fan with Aspirator

4 "Hindustan" Rice Huller & Polishers

Complete with spares

1 Portable Crane—lift 2 tons, height of lift 6' 6"

2 Automatic Knitting Machines

3 Electric Fan

A Quantity of Electric Grills Sectors, Dishes, Bar Grill, etc., etc.

5 Pressure Gauges also

10 Electric Motors from 1/4 to 1 1/2 H.P.

Complete with Pulleys Slide-rails and Starters and

A Large Assortment of Paints, Varnishes and Patent Dryers

Terms.—Cash on Delivery.

LAMMERT BROS., Auctioneers.

NOTICE.

A "RELIGIAO E PATRIA" Convida os Catolicos a Assistir as Solenes Fervidades da Boa Imprensa, tanto na Cathedral como no Club Lusitano, em 26 de corrente.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 31st. March, 1924, commencing at 2.30 p.m. at their Sales Room, Duddell Street.

A Quantity of Valuable Household Furniture comprising:—

Teak Hatstand, Chesterfield Couch, Drawing Room Suite, Tapestry Armchairs, Tables, Brass Fenders, Brass Ornaments, Curios, Curtains, Carpets, Rugs, etc.

Extension Dining Table, Dining Chairs, Side-board with Bevelled Mirror, Dinner Wagon, Crockery, Glassware, etc.

Brass, Iron and Teak Bedsteads, Single and Double Wardrobes with Glass Doors, Dressing Table, Rolled Top Desk, Marble Top Washstand, Revolving Chair, Screens, Pictures, etc.

A Quantity of Blackwood Furniture also

One Very Fine Teak Show Case with beveled glass

1 Grand Piano

1 Cottage Piano by Crowley

1 Cottage Piano by Challen & Son

1 Victrola

3 Gramophones

24 Dozen Records and

2 Sextants

2 Compasses

2 Sets of Billiard Table Cushions

1 Set of Billiard Balls

3 Typewriters

2 Meilink Safes

Catalogue with be issued

On view from Saturday, the 29th. March, 1924.

Terms.—Cash on Delivery

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction,

Tuesday, the 1st. April 1924, commencing at 2.45 p.m.

at Chater's Bungalow, (North) at No. 66, Nathan Road, Kowloon.

A Quantity of Valuable Household Furniture comprising:—

WHITEAWAY, LAIDLAW & CO., LTD.

SPRING DISPLAYS

OF

NEW GOODS

In All Departments.

A SPECIAL PURCHASE

OF

New Ratines & Sponge Cloths

NOW ON VIEW

All Colors, Numerous Designs

Call & Inspect.

New Millinery, New Sunshades

Terms Cash. Lowest Possible Prices.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

HALL'S DISTEMPER

The KING of Water Paints.

It's Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters. Write for our Brochure on "How to decorate your Home" to

William C. Jack & Co., Ltd.

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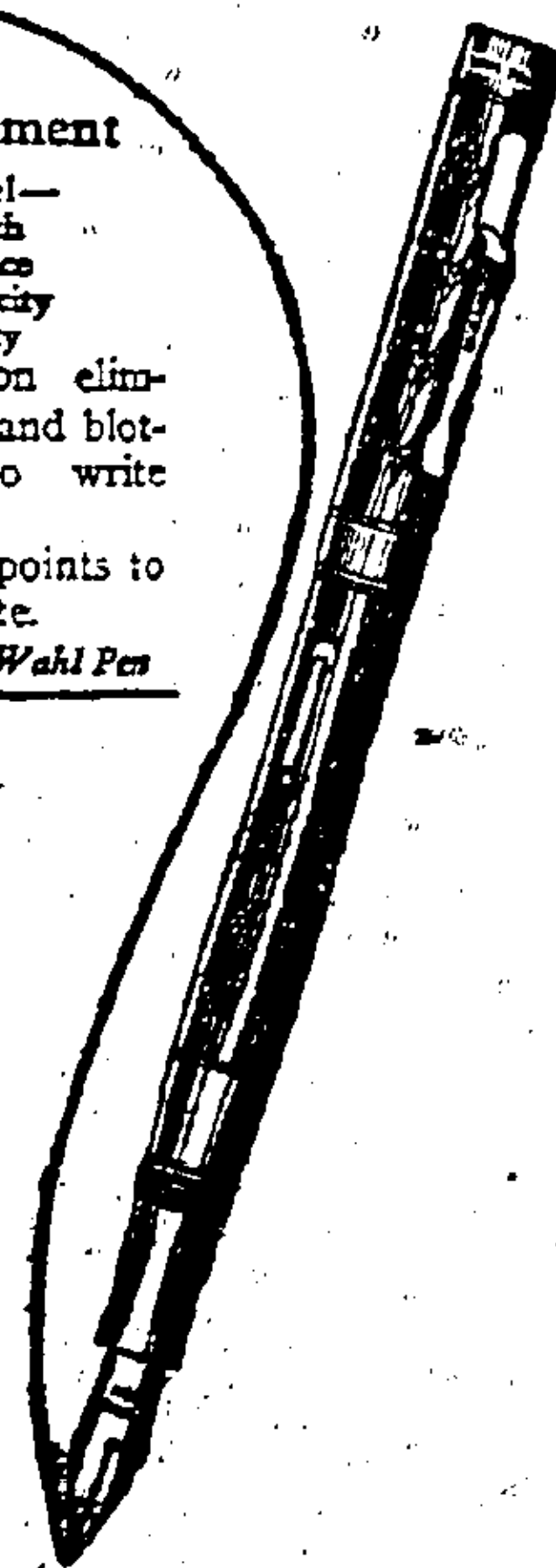
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Adds to its strength
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ITS superior construction eliminates leaking, sweating and blotting. Always ready to write smoothly.

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NOTICE.

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13, Ice House Street

High Class Barbers—Sanitary & up-to-date Saloon

Filipino and Japanese barbers.

Popular Prices.

We have just received a special shipment of—

LADIES & GENTLEMEN

SIGNET RINGS

Also—

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All solid gold English Hallmarked.

Inspection Invited.

69, Queen's Road Central.

SHERIFF BROS.

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At home work and wedding groups a speciality.

Call and see Specimens in our Studios (top floor 14 Beaconsfield Arcade).

Only experienced men employed.

MASSAGE HALL

MRS. S. UZUNOYE,

Expert Masseuse

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FOR 3 WEEKS ONLY

(From 25th. March 1924.)

25% will be allowed to all customers for photos only.

Price list on application at the Studio.

MEE FONG STUDIO

Art. Photographers

No. 7, Wyndham Street.

HONGKONG.

RADIO—MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators. Crystals, Aerial Wires, and all other parts.

DE SOUSA & CO., LTD.,
St. George's Bldg, 2nd Floor
Tel. No. Central 1264.

SAFE FROM AIR RAIDS.

Ring of Aerodromes For London.

A great scheme is in hand to make London the most perfectly defended city in the world against air attack.

Land for a great ring of aerodromes encircling London is being acquired.

These machines will be equipped with new instruments enabling night flying and combined movements in the dark to be carried out with a precision impossible hitherto.

Air raiders of the future attacking London will have something more to fear, high up in the air, than these squadrons of defending planes or the anti-aircraft guns.

These primitive "net" devices which were used in the later stages of the last war will be superseded by weird defensive measures, far up in the night sky, which will play a prominent part in making the approach to the city difficult and dangerous.

Sound instruments for locating hostile aeroplanes, even when at a great distance, are being improved materially.

USE OF NEW GUNS. New anti-aircraft guns, which will be tested shortly, not only throw shells higher than before, but fire missiles of a kind likely to prove far more troublesome to aerial raiders; while their rate of discharge and the facility with which they can be ranged and handled, will render them much more formidable than any previous defensive weapon.

The largest of the new searchlights will have an extraordinary penetrative power, and will "spot" targets for the guns when raiders are flying very high.

A great strategic plan is being matured which will be put in motion, with smooth, unflinching speed, the whole of the intricate machinery of a network of defences.

The keynote to success in repelling air raiders of the future will lie in a general, perfectly-functioning scheme, in which every possible instrument, whether on the ground or in the air, is made to play its part.

At Biggin Hill Aerodrome, near Sevenoaks, the military authorities are co-operating with the Air Ministry in a series of new experiments.

These comprise the carrying out of a realistic series of night raids. Big new bombers flying at heights greater than any such craft have been able to attain before, will be pitted against the very latest of our steel-built, single-seater fighters.

A wonderful central executive "brain" is being created. Here will be the centre of a vast, delicate "spider's web."

One of the most fascinating schemes is for the use of a huge, specially-designed map of the London defences covered by innumerable tiny electric lights.

This map will be connected electrically with a series of great sound-locating machines.

These listening machines will not only indicate the approach of hostile squadrons, but will automatically light up lamps on the great map corresponding with that particular quarter of the compass from which the enemy is approaching.

Little trails of light will pass across the electric map to indicate the actual movements of hostile squadrons.

THE NEW PENSION SCHEME. THERAPION No. 1 THERAPION No. 2 THERAPION No. 3

THE TAIKODOCK YARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

BUTTERFIELD & SWIRE AGENTS

HONGKONG, CHINA, & JAPAN

TEL. ADDRESS: "TAIKODOCK" HONGKONG.

TELEPHONE No. 222.

CABLE ADDRESS: "TAIKODOCK" HONGKONG.

NOTICE.

G. R. WARREN & CO., LTD

Sanitary Engineers, Monumentalists, etc.

Offices & Godowns. 344, Wanchai Road Hongkong.

Tel. No. 269

All kinds of Builders Requisites in Stock.

Sail & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles, Baths, Basins, bath

Room Fittings, Water Heaters for Gas

Oil or Coal Fuel. Also a Few Chip

Heaters.

Open & Closed Grate-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY

INSTALLATIONS—HOT WATER

SYSTEMS &c.

General Repairs Promptly Attended to

Specialists in Monumental Work-Cut in

Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian

Marble Floor Tiles—Prices on Application.

A Large stock of Artificial Wreaths in

all Sizes.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hongkong for M'la, S'kan, Thun, Is & A'lian Ports.
KUT	5th April.	5th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.

Telephone Central No. 36.

CLARK'S REDUCING BATH SALTS

FOR STOUT PEOPLE

The action of these salts in reducing excess of fat or adipose tissue is marvellous.

To be obtained from—

THE COLONIAL DISPENSARY.

14, Queen's Road,

Telephone 1877.

DAIRY FARM ICE CREAM

Delicious!

Yes! Try it once!

THE DIFFERENCE IS IN YOUR FAVOUR.

DELIVERED ANYWHERE

Pints 80 cents Quarts \$1.50

In all popular flavours.

SPECIAL

Lacto-Strawberry Ice 75 cents per quart.

A delightfully nourishing and invigorating ice containing all the elements of our widely renowned soured milk.

ICE CREAM

The Dairy Farm Ice Cold Storage & Co., Ltd.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

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LENGTH 787 FEET.

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THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

BLENOSAN CAPSULES

Blenosan Capsules are superior to all others, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East, and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co., Ask or Ferber's Blenosan Capsules and refer to substitutes.

ROBERT FERBER LTD.

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CURE IN 48 HOURS

E WHISKY

THE OLD FAVOURITE.

Superfine Quality

Genuine Age and Perfect
Blending
Matured and Bottled in
Scotland

A. S. WATSON & CO., LTD.
Wine and Spirits Merchants.
ESTABLISHED 1841

THROUGHOUT THE DAMP SUMMER MONTHS THE MOUTRIE PIANO

GIVES

No TROUBLE

IT IS MADE TO STAND THE
CLIMATE AND IT **DOES**

ASK US FOR PRICES AND OUR
TERMS FOR HIRE PURCHASE.

S. Moutrie & Co., Ltd.
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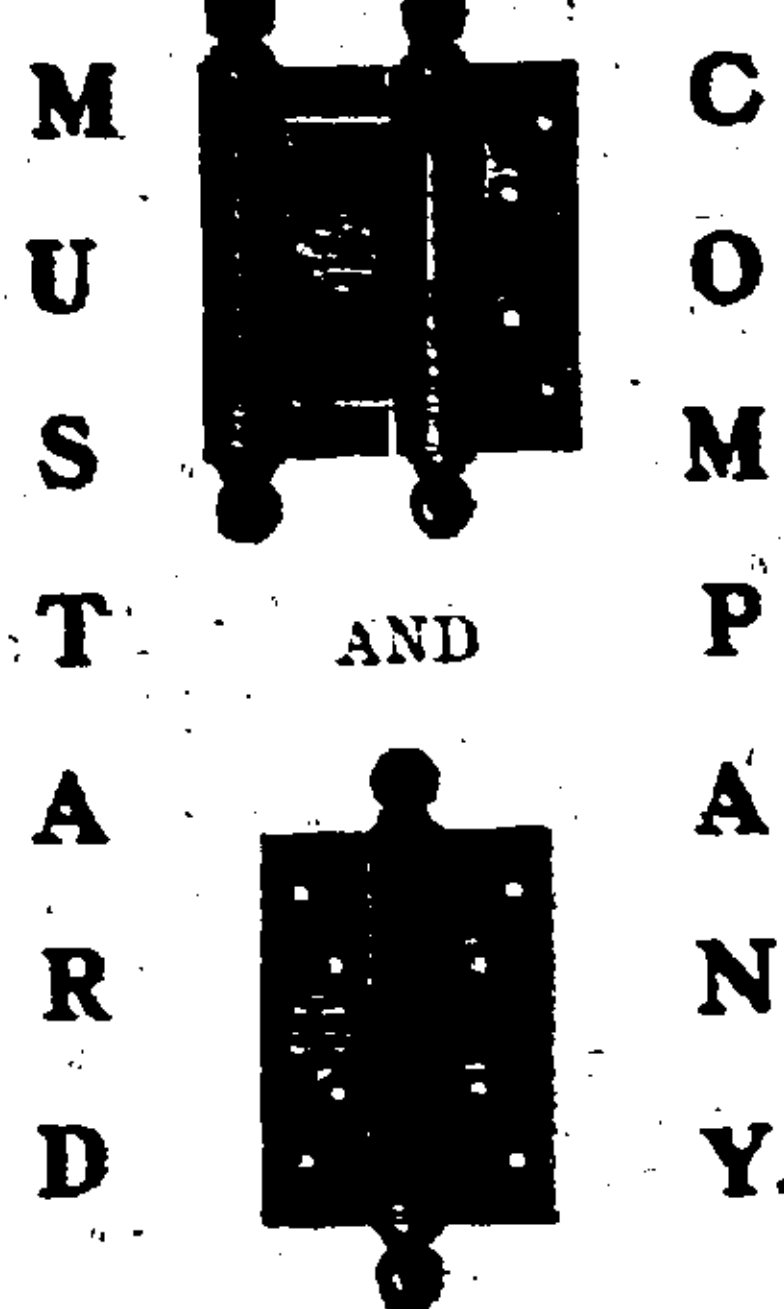
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NEWEST
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IN
**WHITE
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LADIES' DEPARTMENT
Hongkong Hotel Buildings
PEDDER STREET.

CHICAGO SPRING HINGES

DISTRIBUTORS.



17, Connaught Road, Central.
Tel. Central 1186.

The Telegraph.

HONGKONG, 29th March, 1924.

OUR GOVERNOR.

Sir Edward Stubbs is now in the fifth year of his Governorship of this Colony, and, as we contemplate that thought, the query naturally arises as to how long His Excellency is to remain with us. Looking over the list of past Governors, we find that their terms of office have, in recent times, generally varied between three and five years, although some occupants of the gubernatorial chair have had even longer spells of authority. We presume that, in the natural order of things, Sir Edward Stubbs would be leaving us in the near future, but we are strongly entertaining the hope that it will be made possible for him to put in a further term of office.

During the period of his Governorship, Sir Edward Stubbs has proved himself one of the ablest and most far-seeing administrators this Colony has ever had. Young in years compared with past occupants of the post, he has, none the less, brought a wise head and progressive ideas to bear on the many problems with which this Colony has been confronted during the past five years. There is no need at the moment for us to enumerate the splendid services he has rendered to the public here, but there is at least one respect in which he has earned the gratitude of the whole community, of whatever nationality. We refer to the firm stand he has taken on the rents question, showing in unmistakable manner that he is the tenant's friend. In all his work, Sir Edward Stubbs has worthily upheld the traditions of the office, and in handling big questions he has invariably displayed qualities of true statesmanship. His social activities (not forgetting his penchant for humorous speeches) have yet further added to his popularity. In view of these considerations, and others which might also be cited, we cannot help feeling that if there is any possibility of His Excellency being moved to another sphere, every effort should be made to prevent such a contingency. There are big questions ahead which require the presence, as the head of the Government, of a man who has a thorough grasp of local needs and conditions. That qualification is possessed to the full by Sir Edward Stubbs,

for, above all else, he has shown himself a Governor of keen insight into all matters commanding his attention—a man who wants to know the why and the wherefore of everything with which he is concerned. We should regard it as a short-sighted policy were he now, at this juncture in the Colony's affairs, to be transferred elsewhere. May he long remain to direct the destinies of a Colony which he has served so eminently and so well.

To Check Disease.

One of the factors in favour of the scheme for a local passenger depot is, as its author observes, that it will form a much-needed check on the introduction of disease into the Colony. With its position of one of the world's great ports, Hongkong requires more than a cursory quarantine system. The time arrived several years ago, in fact, when a port health department on a large scale was necessary. In the very distant future, when the disease-checking machinery of the League of Nations—recently set in motion in the Near East—has spread its activities to this part of the world, it will be something for us to have already in operation a system of thorough examination of possible carriers of malignant infection; a small-scale Ellis Island as it were. The vast growing population of this Colony is a menace of a kind in its own way, and if other evils are to be added the problem might become very grave before long. As it is, the Government are faced with the question of how many hundreds of morally undesirable characters are coming in month by month; and if that matter proves a difficult one to remedy, how much worse will be continued as a result of the recent severe epidemic of small-pox seems but a foretaste of what might menace Hongkong at subsequent periods. In short, the suggested depot for the dual examination of immigrants has everything to commend it, and we trust its inauguration will be a matter of just so long as the assembling of the necessary machinery will require.

Traffic Reform.

Great changes for the good may be looked forward to as a result of the traffic reforms which the Police are about to institute in the city. One of the worst features of Eastern roads is the impediment which slow-moving vehicles cause to fast, modern transport; and on the other hand one of the chief dangers faced by users of the leisurely modes of locomotion is this same swift traffic. For many years to come, the mutual antipathy of rickshas for motor-cars, and vice versa, will continue; and as the former must long remain a necessary means of getting about the place, the only thing left for the authorities is a mitigation of the evil caused by indiscriminate loitering of rickshas. We feel sure that whatever seeming hardship might be placed in the way of the users of these man-pulled vehicles by the new law compelling rickshas to wait in side streets will be cheerfully borne as soon as the benefits of the scheme be realized. We find one indication, however, of the Police authorities not going far enough. There is a half-way concession to pedestrians in the case of the level section of Ice House Street. We adhere to the opinion that the true measure of traffic reform will be reached when that portion of the road is entirely barred to wheeled traffic of all kinds, and made an exclusively pedestrian thoroughfare. We hope that some day it will be a breach of the regulations for any ricksha to pass through "Brokers' Alley," and a grave crime for one of these vehicles to halt there, with its shafts protruding into the fairway, as is the present practice.

MATCHED FIRE.

A fire occurred last night in the Kowloon City district, involving two matchsheds, which were completely gutted. The outbreak first occurred at the home of a female market gardener, and, fanned by a strong wind, was communicated to another structure nearby used as sleeping quarters by the folk of the Yan On Sugar factory, of No. 86 Shapoo. Villagers and police constables who arrived on the scene in response to the call dealt with the outbreak, but without much result. The damage is estimated at \$300.

DAY BY DAY.

HOW QUICKLY NATURE FALLS INTO REVOLT WHEN GOLD RECOMES HER OBJECT.—*Shakespeare.*

The Board of Education is to meet on Wednesday afternoon.

A notice of interest to lady members of the Golf Club appears on Page 4 to-day.

Tenders are being invited for constructing a 16-foot road from Stubbs' Road to the Nursing Home.

His Excellency the Governor has appointed Dr. J. C. Dalmahoy Allan to be a Member of the Medical Board for a further term of three years.

His Excellency the Governor has reappointed Dr. Gladys Maude Fraser to be a Member of the Midwives Board for a further term of three years.

The Gazette contains regulations under the Liquors Ordinance requiring intoxicating liquor to be sealed over the corks with "Duty Paid" labels.

Inland Lot No. 2463, situated on Kennedy Road, is to be sold by auction on the 14th instant. It contains about 20,000 square feet and the upset price is \$20,530.

The annual cricket match between the Past and Present of Queen's College is to take place to-day on the Indian Recreation Club Ground at 2.15 p.m. sharp.

His Excellency the Governor has appointed the Hon. Mr. H. E. Pollock, K.C., to act as Attorney General during the absence on leave of the Hon. Mr. J. H. Kemp K.C., C.B.E.

In our report (appearing on another page) of the Inter-School sports there is a slight error. St. Paul's defeated St. Joseph's and not St. Stephen's College in the championship shield contest.

His Excellency the Governor has appointed Hon. Mr. R. H. Kotewall to be a Member of the Authorized Architects' Committee during the absence on leave of the Hon. Mr. Chow Shou-son.

A military court of enquiry is to be held on Monday to enquire into and report upon the circumstances under which a pony was drowned during the disembarkation of animals from the s.s. Ichang.

It is notified that, at the expiration of three months, the Extreme Orient Trading Company, Limited will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

In the Open Billiards Championship last night, at the V.R.C., an interesting match was played when Mr. C. Earnshaw met Mr. H. C. Balchin. The former won by 800 to 599. The winner's highest break was 36 and the loser's 22.

A slight correction has to be made in the comment appearing in to-day's Motor Supplement on the Thornycroft cup competition. The cup is to be awarded to the owner of the successful vehicle, and the prize of \$100 is a special inducement to the drivers. The cup, which is of handsome design, is now on show in the window of the Hongkong Hotel Motor Department.

Mr. Tom Callahan, in the employ of the China Sun Motion Picture Co., who was yesterday reported by the Company to be "missing," turned up last night at the offices of the S. C. M. Post and stated that he was surprised at the news circulated with regard to him. He said he had been on leave in Kowloon for the past few days and he understood that the Company knew his whereabouts.

Walking along the streets, take care you don't bump into a burly, good-looking Finn—for he is the world's champion strong man. So convinced is he of his supremacy that when he appears in the Star Theatre to-morrow to open a brief Kowloon season, he will offer \$1,000 reward to anyone who can perform his long list of seemingly impossible feats. It is only necessary to add that this strong man is Peter Limutkin, who claims also the heavy-weight wrestling championship of the Orient, and now challenges anyone in the Colony for a match.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that, in order to facilitate the acclimatisation of Government Officials who happen to emanate from Ceylon, the Forestry Department is busily engaged in preparing plans for a Cinnamon Garden.

These Resolute people needed to be if they were after real bargains.

"S. C. A." in future will mean "Sorry, Can't Appear."

The language of dance music seems to appeal to some of our dashing lady-killing youths, especially when it happens to be Hawaiian.

Local robbers gagged their victims with old socks. This was probably more effective than chloroforming them.

They were evidently believers in the literal application of the injunction: "Give 'em Socks."

Hongkong wants more typhoon warnings. We favour fewer typhoons.

Our latest barrister comes from Kenya. Kenya beat it?

One thing about being a night watchman is that he's due for bed just as we make tracks for the office.

When shroffs take up aviation we shall all be going in for these round-the-world flights.

A ship's crew are said to have seen thousands of green snakes whilst on a voyage recently. They must have been stuck on the bar at their last port.

Being minus its Blair, the Chamber of Commerce will now have to blow its own trumpet.

"How doth the little busy B's.....?" A Bishop, a Broker and a Boxer recently left Hongkong by the same steamer.

Bishops and carols should go together, but probably the broker could show the boxer a point or two in the matter of Bux.

Far be it from us to rake up local disputes, but it would appear that ability to handle a spade is, in some quarters, not regarded as qualification for a seat amongst the dandy lions of the Colony.

Suppose we shall now be told we're having a dig at somebody.

Possibly Leap Year accounts for the fact that Easmaites have refrained from organising cabaret concerts and dances this year.

It is computed that Kowloon's motor buses use 9,999 gallons of oil per annum. They receive no allowance from the Government for laying most of it on the main roads.

A London bride of three weeks is seeking a divorce. She must have been hugging a delusion.

A wealthy New York woman offered surgeons a fabulous amount if they could graft to her own throat the vocal chords of a grand opera singer.

While there are many singers whose voices need amputating, we are not in favour of them being grafted on to other people.

If that were done, we should have to call it Gland Opera.

The Polo Club may move to Happy Valley. We hope they won't have to chuck away much money on the transfer.

Canton wants a bridge. To span her troubles, we suppose.

A Kengmoon correspondent writes: "Maybe the bark of these rumours is worse than their bite, but they borrow wings from the fact that enormous numbers of soldiers have recently arrived. The situation being so serious, we would advise Dr. Sun to put his foot down with a firm hand."

A policeman, at the London Sessions, confessed that, in investigating a motoring accident, he measured the distance with his feet. One way of doing the job quickly.

Bully-beef would have been a good dish at the Hockey Club dinner.

We recently read that married men live longer than bachelors. This looks like Leap Year propaganda stuff to us.

A Telegraph correspondent was made to refer the other day to "gorilla warfare." The educated compositor must have been monkeying around.

If we were a dentist, we should be overjoyed to have our landlord as a patient.

The Prince of Wales is still unmarried. He's known as the world's greatest diplomat.

A mail paper reports the retirement of a Mr. Damms, the third generation in an unbroken line of Parish Clerks. Three Damms in succession, and possibly Damms for ever.

Church News—Worry less about what you are after here, and more about what you are hereafter.

If the Heir Apparent gets any more painful accidents, we shall be tempted to call him the Prince of Wails.

The Post is to be congratulated in being the first newspaper to announce the passing of the "Look-sees" at Fanling.

There is no truth, however, in the rumour that the same drastic step will be taken in regard to Government Cadets.

They're going to tax aerated waters, of all things, in Canton. Our chief pun-maker says he can't understand the authorities being Shameless.

"Most Chinese soldiers fight best when their pockets are empty," says the *Canton Gazette*. That being the case, Dr. Sun's troops should soon wipe the opposition out.

Who was the star turn at the Star last Sunday—in the audience?

We are asked if we are in sympathy with the idea of applying the trade mark law to the products of Chinese hens. The answer is in the eggative.

Quite a number of people wanted to know the reason for the Resolute being under the Panama flag. The solution is the solution.

A Canton paper says two lakhs of dollars have been raised to pay the Hunanese troops' travelling expenses from Canton to the East River front. Railway rates must be terribly high these days.

"Piracy in Chinese Waters," says a newspaper heading. We prefer Victoria Yat in Pteris waters.

Another heading: "Singapore Base." The man next door also sings one.

Mr. Daugherty has accepted the American public's verdict with resignation.

Although the gentleman who controlled one of the tennis matches yesterday was a game umpire, he had the double advantage of winning the love of the players and causing a deuce of a racket among the spectators. It appeared odd on that he was courting disaster.

A London woman got fifteen days, for biting a policeman. Suppose it was retaliation for being pinched.

It's a wonder many more do not receive injuries caused by blasting in the vicinity of new buildings.

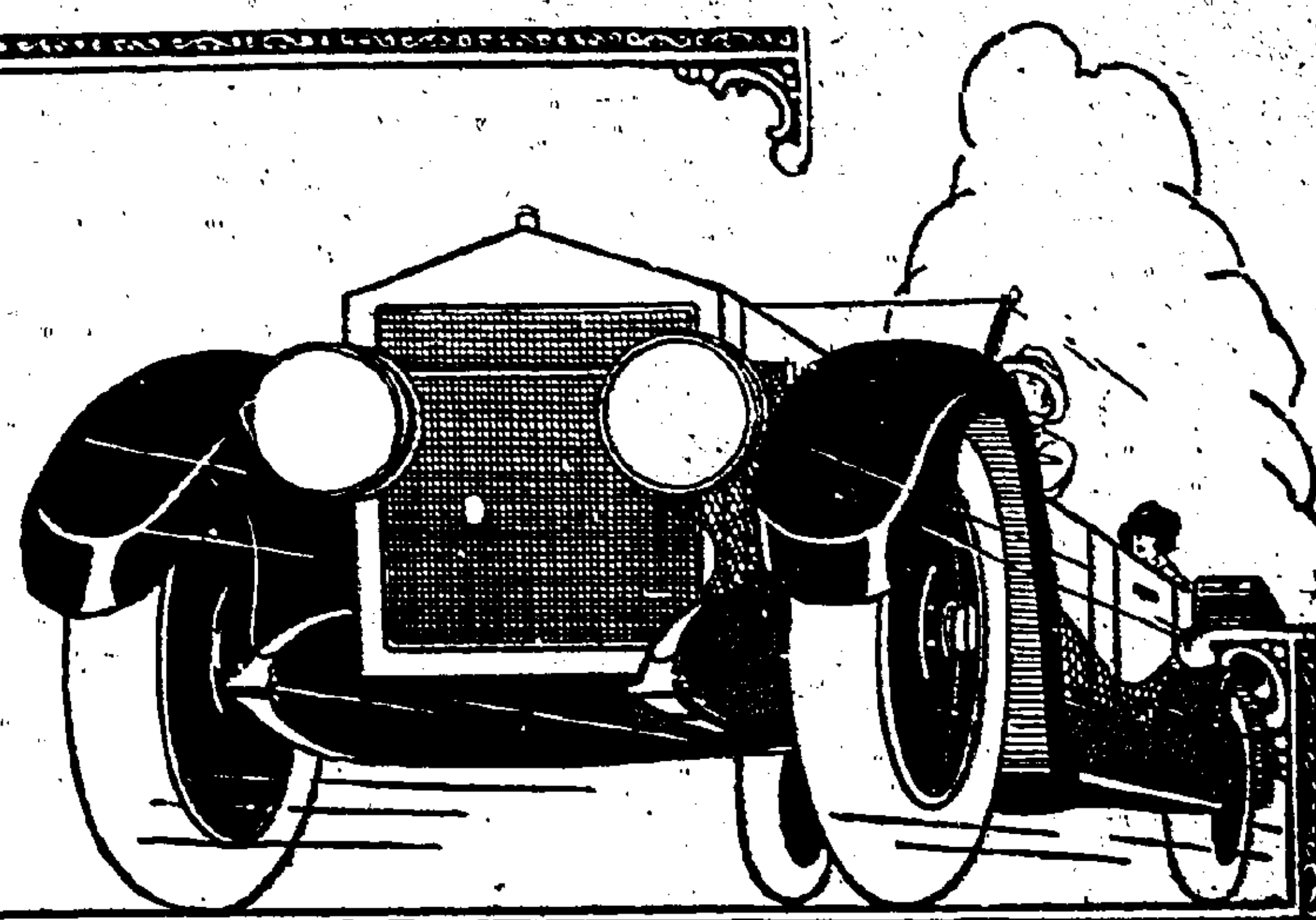
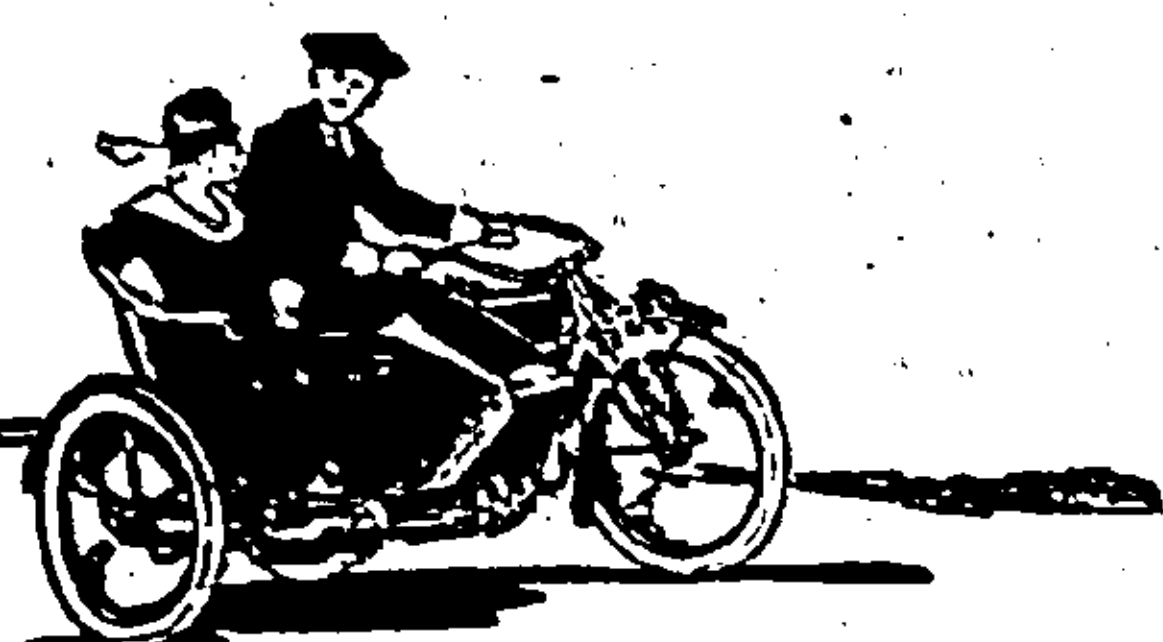
When the s.s. On Lee came back to Hongkong recently, Capt. Loud handed over to the police six pistols and ammunition. Cheers for Loud's loud ones.

Lots of people going home get their names in the papers these days. We don't blame them. They've got to start something getting value for their money.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, the 29th. March, 1924

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Local motorists seem to have taken very philosophically the recent increase in the price of petrol, though the increase is sufficiently great to make quite an appreciable difference in their running costs. Especially is this so with public garages and it may be that the hiring public will eventually have to bear the burden of an increase in hire charges. It is a generally held viewpoint that petrol here costs more than it should, even when freight charges are taken into account. The consumption of petrol in Hongkong must have increased enormously within the recent years and it is contended that, as the consumption is still growing and the turnover of the fleet is becoming ever greater, the retail price should correspondingly lessen. We have no data here to prove the proportion of profit made on petrol sales, but we are told that profits are by no means small and that increased charges are not a vital financial necessity to the controlling concerns. Be that as it may, we are only voicing the opinion of motorists generally when we say that a reversion to old prices is eagerly looked forward to.

The new garage of the Hongkong and Kowloon Taxi Cab Company, now being erected next to the Railway Station at Kowloon, is going to be a roomy affair. Built of granite blocks, it will have a stolid exterior, whilst in the matter of location it is as ideal as could have been chosen. Within a short time now, Kowloon will have its own taxi-cab service and, when that is added to the very full bus services now in operation the traffic problem will be all the more heightened. Especially is this so at the Star Ferry wharf, where, in spite of the recent improvements, something more will have to be done in the near future if serious accident is to be avoided.

Speaking of motor buses in Kowloon, people wonder why it is that such a prodigious waste of lubricating oil is necessary. All the roads traversed by the motor buses are becoming absolutely oil soaked and even the daily liberal sprinklings of sand are not sufficient to absorb the splashed oil. Seeing that tarmac is soluble in oil, one wonders what the effect of all this oil on the road is going to be in the hot weather. Surely it will have a deleterious effect in softening the roadways? The motor bus drivers probably believe in the maxim that it is better to over-oil than under-oil and so risk a seized bearing or piston, but in their endeavours to make quite sure that nothing untoward is going to happen if oil can prevent it they go to an extreme where officialdom would be well justified in giving them a reminder. It should not be necessary for the P.W.D. to sand the road so heavily, though liberal treatment with sand is the only thing to do at the moment.

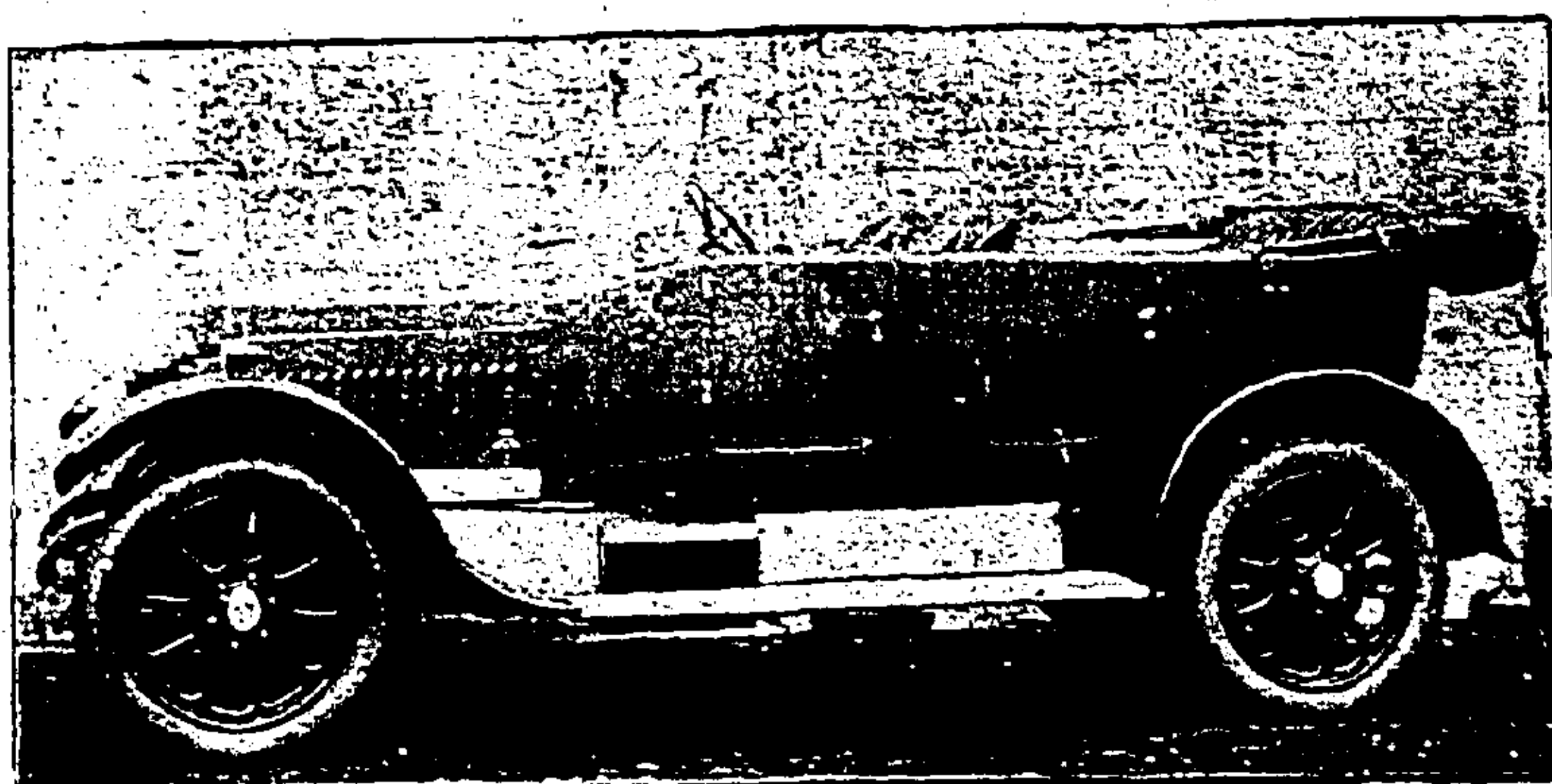
The work of cutting away the hill which prevents Nathan Road from joining up in a straight cut through the hill with Coronation Road is not proceeding with the rapidity hoped for. There is a very dangerous curve at this spot to which much attention has been drawn in the past and the Government would

confer a much appreciated boon on motorists by expediting the work as much as possible. There is nothing but commendation to be given to the scheme whereby Thornycrofts are endeavouring to gain the co-operation of drivers of their trucks to keep the vehicles in a thoroughly satisfactory state of running efficiency. It is one thing to sell trucks to customers and quite another to see that they are run with all the guarantees of past service. A careful driver running a truck to death. In order to encourage drivers to take reasonable pride in the trucks entrusted to them, Thornycrofts have now started a competition in Hongkong, whereby on a given date all Thornycrofts lorries in service will be examined and judged, points being awarded on the condition of the truck and engine having regard to its length of service. A cup valued \$100 will be awarded to the driver whose truck has been best kept and run, an incentive which should do much to encourage thoughtful driving. The conditions of the competition will be announced later.

In conversation with an official a few days ago, the writer of these notes was informed that the Government looks with great approval to the increase in mechanical haulage which has been so notable of late. Building contractors and others who apply for permits and registration of lorries find a very sympathetic Traffic Department, because it is realised that man drawn trucks are not only less efficient and very much slower but that they are a distinct obstruction on the roads in these days of faster moving traffic. Time will possibly be when mechanically propelled traction both for passengers and goods will entirely supplant the old-fashioned methods of the East, and although that day is no doubt still far distant it is encouraging to know that our Government officials are fully and sympathetically alive to the unquestionable benefits which would accrue were all traction mechanised. Road development and improvement is a concomitant of motor traction and, if the financial burden of that is found to be somewhat heavy in these days of transition, we can find consolation in the fact that we are preparing for future road comforts and the greater convenience of all.

Quite a number of motorists have, during the past fortnight, made the trip down to Shekko village, the road now having been opened all the way. There are some very fine views to be obtained, and the new roadway will, in time, be a decided acquisition to Hongkong's motor roads. But it is felt by some that the P.W.D. might have finished off the job properly before letting cars tear up the road. In some places the surface has not been treated with tar, in others there have been small subsidings of the metalling thus leaving rather big holes, and the general condition of the road, right from where it breaks off the road round the island, is not good. It would be a pity if this new highway came to be known as a bad one and, if it is going to be left open for public use, the P.W.D. would be well advised to look after its reputation.

ARROL-JOHNSTONE EMPIRE MODEL.



Picture of the latest Arrol-Johnstone Empire Model, imported by the Hongkong and Shanghai Hotel Garage Department. This is a five-passenger car, of 20 horse power, developing 50.2 h.p. at 2,400 revs.

AUTOMOBILE CLUB.

Formed in Tokyo.

Motorists in Japan will have for the first time the benefit of a national organisation, according to the plans made by a number of well-known automobile men. A new automobile club, to be known as the Imperial Automobile Club, similar in organisation and scope to the Royal Automobile Club of England and the American Automobile Association, is now under process of formation and from the response received so far seems likely to meet with great success, says the *Japan Advertiser*.

A number of years ago, when the automobile was new in Japan, a group of motorists formed the Nippon Automobile Club, an exclusive organisation which was devoted mostly to the needs of the amateur motorist. This club did some excellent work, particularly in making road maps of rural Japan, but after a few years it languished, and finally became inactive. Meanwhile, the number of automobiles in use in the country increased greatly, and the need for some sort of an association of motorists became apparent.

With this need in mind, a group of local automobile men, among whom may be mentioned Mr. Toyokawa, Mr. Yanase, of the Yanase Automobile Company, Mr. Midzushima of the Midzushima Automobile Company, and others equally well known, determined to form an organization of those interested in the automobile, an organization which should include not only the amateur motorist but also all those connected with the automobile business. Backed by the great automobile importing companies, and having members in all classes of the automobile trade, they believed that the new club will have a wider scope, greater usefulness and more permanence than could any organization devoted exclusively to the amateur motorist.

AIMS SET FORTH.

The aims of the new club are set forth briefly in a pamphlet issued by the Organization Committee.

It is acknowledged that the automobile is an equipment of the utmost importance in national defence, in industry and transportation, and many other human activities. The part played by the automobile in the recent world war is still fresh in our minds, while the invaluable assistance rendered by motor transportation in the great catastrophes of

September, 1923, will always be remembered by our people.

The work of relief, communications, transportation and the preservation of order accomplished by the automobile during the confusion following the disaster of last September could have been accomplished by no other agency. Japan and her people, therefore, should endeavour to develop and fully utilize the value of motor transportation. Unfortunately, many factors—such as the high import duty, the excessive cost of fuel, the poorness of the roads, and a lack of proper knowledge and educational facilities regarding motor cars—have so far hindered the proper development of this means of transportation in this country.

We, the undersigned, have formed an organization to develop the use of the automobile and to eliminate as far as possible the factors working against its proper use. Our aim is to encourage the use of the motor car, to bring the general public to a proper recognition of its value, to promote the study of the motor and motor transportation, and to act as a centre from which special information regarding the automobile may be obtained by those interested. While striving to spread propaganda in favour of the motor car, we strongly urge obedience to the laws and regulations governing its use, for observation of these are necessary for safety's sake. On the other hand, we will guard and uphold those privileges belonging to the owners and drivers of automobiles.

WILL ENCOURAGE CONTESTS.

We will urge upon the authorities the need of better roads, and will encourage and promote such races and contests as will be of value in developing the use of the motor car.

We will welcome foreign members," said Mr. J. Toyokawa, one of the leading spirits of the new club, and we hope that all foreign owner-drivers in this district will apply for membership.

There are five classes of members mentioned in the preliminary prospectus of the new club: Honorary Members, who will pay no fees; Special Members, those having a business connection with the automobile, and paying an annual fee of ¥120; Regular Members, owners of automobiles, who will pay ¥24 a year; Permanent Members, those Special or Regular Members who contribute ¥1,000 to the Club and thereafter pay no annual dues; and Auxiliary Members, people having some special interest in the motor car, who will pay only ¥12 yearly.

CAR IMPROVEMENTS.

The Current Tendency.

Despite the progress in design and manufacture of motor-cars, despite the fast approach to perfection, thousands of "improvements," more or less significant, are still awaiting adoption.

The U.S. Patent office at Washington is swamped with applications for patents on automotive parts and accessories. Thousands are awaiting attention. Many are seeking capital for their production and many others are being held out for proper marketing. A glance over a day's list of patent applications shows what inventors think is still wrong with the motor car to-day. For instance, in one day, Patent Office officials list applications for the following improvements and innovations:

Motor theft signal, bumper, device for attaching bumper, curtain holder, drive gear, elevating jack, foot scraper, running board signal lock, securing device for tops, traffic signal, hood clamps, direction signal, dust shield and collector, lubricating system, removable body and resilient guard. Anti-theft devices are still pouring in, all different enough for a patent to be granted each. Likewise, various kinds of bumpers, safety devices, traffic signals and other accessories are introduced almost daily for patent rights.

At the same time, manufacturers and automotive engineers are applying regularly for patents on improvements on their own engines and other vital parts. Nearly every day, officials report, new designs come in for improved riding. Tyre and body manufacturers are included in this array of patent seekers.

Outside the automobile proper, there are researches into the fuel problem, with discoveries every now and then of new "substitutes" for gasoline or some new way to use auto fuel more economically. Various forms of high way construction, to produce easier and more economical riding, are also undergoing experiment. New lines to reduce wind resistance, and improve the appearance of the automobile, are offered for official approval by the Patent Office.

The new club is as yet without a club house, but it is understood that negotiations are now under way to obtain a piece of land near the Kojima Club, directly in the rear of the Imperial Hotel.



Storage Batteries

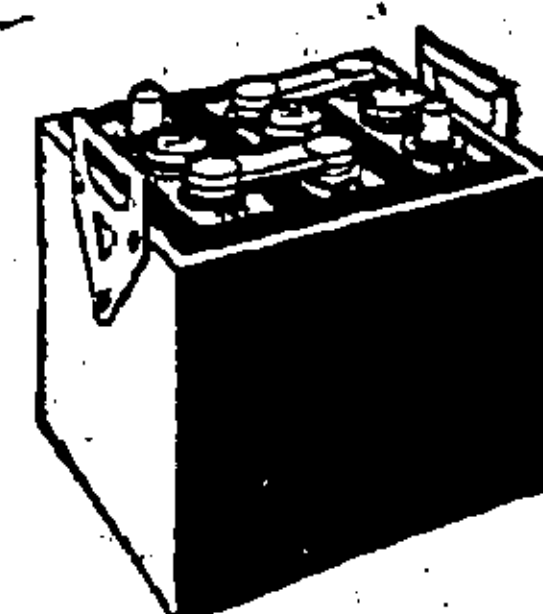
Columbia Storage Batteries are ideal for starting, lighting, and ignition on automobiles. The highest grade construction throughout—universal terminals to fit all wiring. Their higher power makes them always dependable; their rugged strength enables them to yield extra long service.

Your next battery should be a Columbia—famous for the service they render.

The Dragon Motor Car Co., Ltd.

Telephone Central 3950

A. J. Allison, Service Manager.



NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL SPIRIT

PERFORMANCE IS PROOF!
THE ASIATIC PETROLEUM CO., LTD.

Firestone



The motoring public may be price-conscious to-day, but they are quality-conscious as well. There is no competition which FIRESTONE GUM DIPPED CORDS at present prices do not meet and beat. There are few, if any, car owners who do not openly prefer genuine quality at the right price. FIRESTONE users do secure extra mileage.



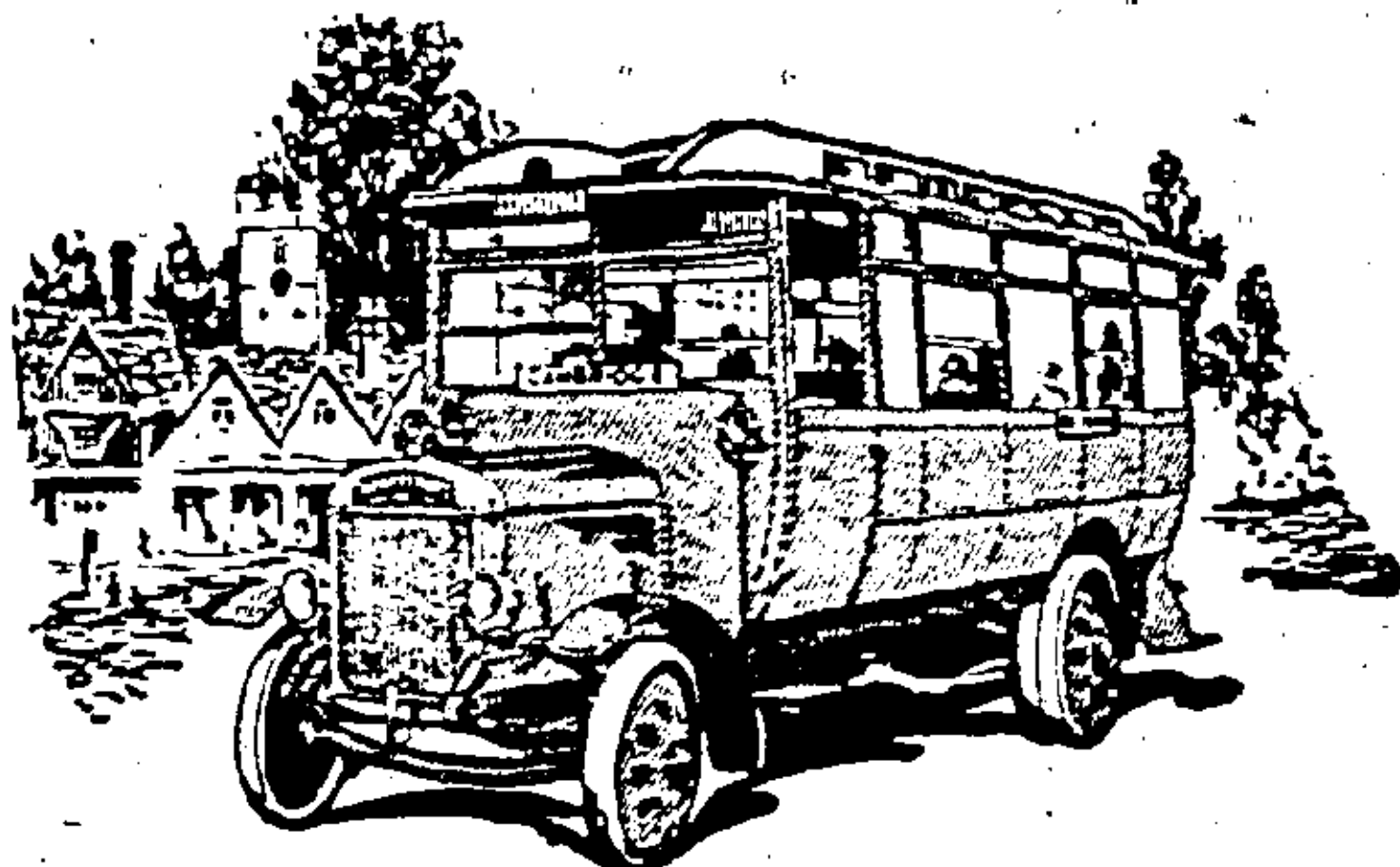
Most Miles Per Dollar

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COMMERCIAL VEHICLES
A TYPE FOR EVERY REQUIREMENT
For Passengers or Merchandise

TRUCKS
FOR HAULAGE
FROM
2 TO 6 TONS



BUSES
SPECIALLY
DESIGNED
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BRITISH BUS FOR BRITISH COLONY

TRUST A
THORNYCROFT
WITH YOUR
TRANSPORT

SERVICE and ECONOMY

SPARE PARTS
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SPECIFICATION and PRICES

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THE HONGKONG & SHANGHAI HOTELS LTD.

THE BUICK MODEL "50" LIMOUSINE SEDAN.

Combining the qualities of a chauffeur-driven car with those of a closed car for family use, the Buick Limousine Sedan is a distinctive addition to the Buick line for 1924. It is another evidence of Buick's policy of furnishing a car for the majority of motoring needs.

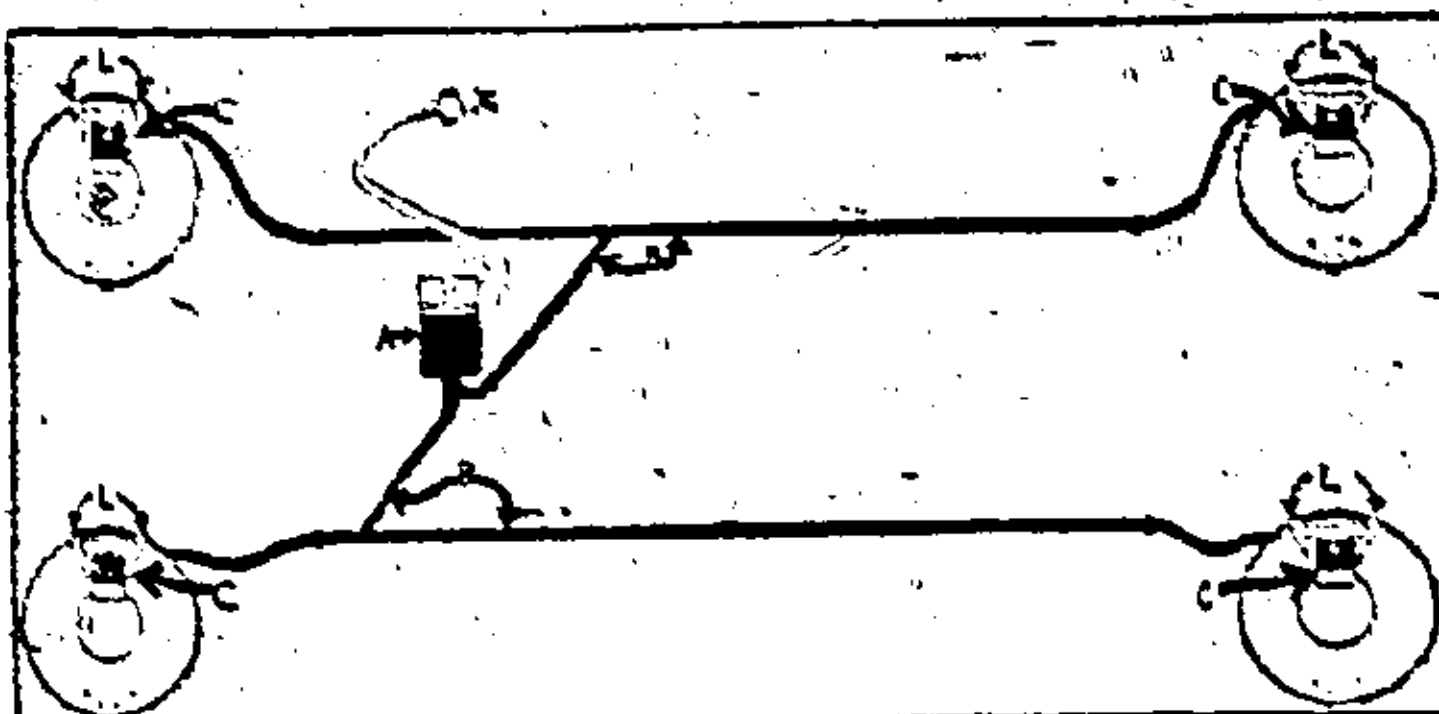
The one-piece curved glass that separates the driving compartment from the tonneau can be lowered completely out of sight by simply turning a small handle on the back of the front seat. The car is then converted into a Sedan for the use of the owner or members of the family.

Sole Agents:

**Hongkong and Kowloon
Taxicab Co., Ltd.**

Telephone No. 1036.

HYDRAULIC FOUR-WHEEL BRAKES.



SIMPLIFIED DIAGRAM OF HYDRAULIC BRAKE ACTION, AS PRESENTED BY EDWARD S. JORDAN, AUTO. MANUFACTURER. FOOT PEDAL "X" OPERATES ON MASTER CYLINDER "A" PRESSING NONFREEZING LIQUID (CASTOR OIL AND ALCOHOL) IN COPPER TUBING, "B" INTO INDIVIDUAL WHEEL CYLINDERS, "C" OPERATING SMALL LEVERS, "D", PULLING THE BRAKE BANDS AROUND EACH DRUM.

Four-wheel brakes - yes. But, having generally accepted these as more or less necessary equipment on our automobiles, the controversy now turns to the kind of brakes to be adopted.

There is the internal expansion type.

The external contracting brake.

The compressed air system.

And, of late, the electrically-operated brake.

There are variations of these, such as a combination of internal and external types on one car. But these five contain the underlying principles of brakes for all wheels, at the present time and for some time to come.

OPINIONS VARY.

Engineers differ over the advantages of each type. The engineer for a car using the hydraulic brake will bring up the point that here, and here only, can the driver be certain of direct, positive, brake action. That little foot pressure is needed in proportion to the amount of pressure put against the wheels, and that the durability of the mechanism is almost limitless.

Yet advocates of the internal, and of the external friction types will come forward with the claim that here are the truer types of brakes. That with these, the friction on the front wheels can be adjusted to slightly less force than that on the rear wheels, to prevent locking of the steering wheels. That if one-fourth of the mechanism gets out of order, the remaining three-fourths can still be applied for braking—which

cannot be claimed for hydraulic system.

PUSH OR PULL?

But there's also a difference of opinion between the users of the internal expansion and the external contracting brakes. Between users of cables from pedals to brakes, and those relying on rods connecting these parts.

The question, between the first two groups, is "Does the Push of internal brakes result in greater or less brakeage than the Pull of the external type?"

And the argument between the cable and the rod advocates resolves itself into a difference between cable stretching and rod rattling.

Compressed air brakes have been spoken of for some time, but the difficulty with these has been their excessive frictional capacity. Air, powerful enough to stop a train, would have to be controlled much more finely before it can be applied safely on comparatively light automobiles.

A NEWCOMER.

In Europe, the electric brake, under control of electro-magnetic action at each wheel, has made its appearance recently. That needs just the touch of a button for their application.

No information has yet reached us as to how such brakes could be controlled in varying degrees. Perhaps a rheostat arrangement is included in the mechanism. Or perhaps, the system relies on direct and full application, at short intervals, instead of slight prolonged brakeage that can be applied on other systems.

BIG 1924 PRODUCTION.

Ford Trying To Reach
10,000 Per Day.

Detroit, February 9—February appears to be bearing out the optimistic note sounded in the motor industry the first of the year.

Increasing employment is reported with factories fully under way after the holidays and inventories. New high production schedules are planned. Super-exhibitions of cars have been successful in New York, Detroit, Cleveland, Chicago and Kansas City.

TEN THOUSAND FORDS DAILY.

Nothing, however, is more indicative of conditions today than the hum of activity in the Ford plants where workmen recently began on a 7-day-a-week schedule in preparation for the mammoth production planned by the company. Daily output will be worked up to 10,000 cars and trucks in February, an output almost 50 per cent greater than the highest of 1923.

Added to that is the statement by E. R. Erskine, president of Studebaker company, that the motor capacity of the United States is now 5,600,000 cars a year.

Willis-Overland is expected to produce 23,000 cars in February and also in March. This will give production for the first quarter of the year approximately equal to one-third of the total for last year.

When two of the largest producers are stepping up their output so early, there is every reason to believe that the nation's motor capacity figures estimated by Erskine will be almost reached this year.

Employment gained here, largely among motor car manufacturers, averaged 112,562 in the last three weeks of January. Several thousand were added by the opening of the new Jewett plant, which got under way a few days ago with production at average 500 cars daily. Employment now is about fifty thousand

more than at the corresponding time a year ago.

TYRE FIRMS ALSO HOPEFUL.

Still further strength is added to the prediction of greater production by reports that tyre manufacturers are preparing for a big year. Manufacturers say earnings will not approach those of the first six months of last year because of higher costs for raw materials and lower prices for tyres, but increasing consumption will warrant higher levels of output and reduction of costs.

Word is being passed around that some manufacturers are considering dropping open models and concentrating on enclosed ones to effect substantial economies in manufacture. The increasing demand for that type was indicated at all the shows this year. Closed models exceeded open by about 2 to 1. Motor show officials are predicting that they will in time almost displace the touring models and will sell cheaper, because higher production means greater economy.

CLOSED CARS, 35 PER CENT.

Production of closed cars in 1923 represented approximately 35 per cent. of the total, and there are many who expect to see that increased to 50 per cent. in 1924. Ten years ago only fifteen cars out of every thousand were closed cars, and the bulk of them cost over \$2,500. Now 350 out of every 1,000 built are closed, and increasing numbers are being priced at under \$1,000.

General Motors Corporation has expanded in Flint, Michigan, with the purchase of the Armstrong Spring Company.

An Improvised Vice.

A pipe cannot be held very securely in the ordinary type of bench vice, as the jaws permit only a single line contact on each side of the pipe. By using a monkey wrench, with the jaws placed along the axle of the pipe, the effect produced is almost the same as that of a pipe vice. The wrench should be set so that it bears on the pipe only on the edge of the jaws.

TRIUMPH

1924 Model Motor Cycles.

Just Arrived

4 H.P. Triumphs Model S.D. equipped ready for the road with

Electric Magdyno Lighting Set

Roller Chain Drive, 3 inch Tyres.

Price:—H. K. \$800.

SOLE AGENTS:—

Alex. Ross & Company,

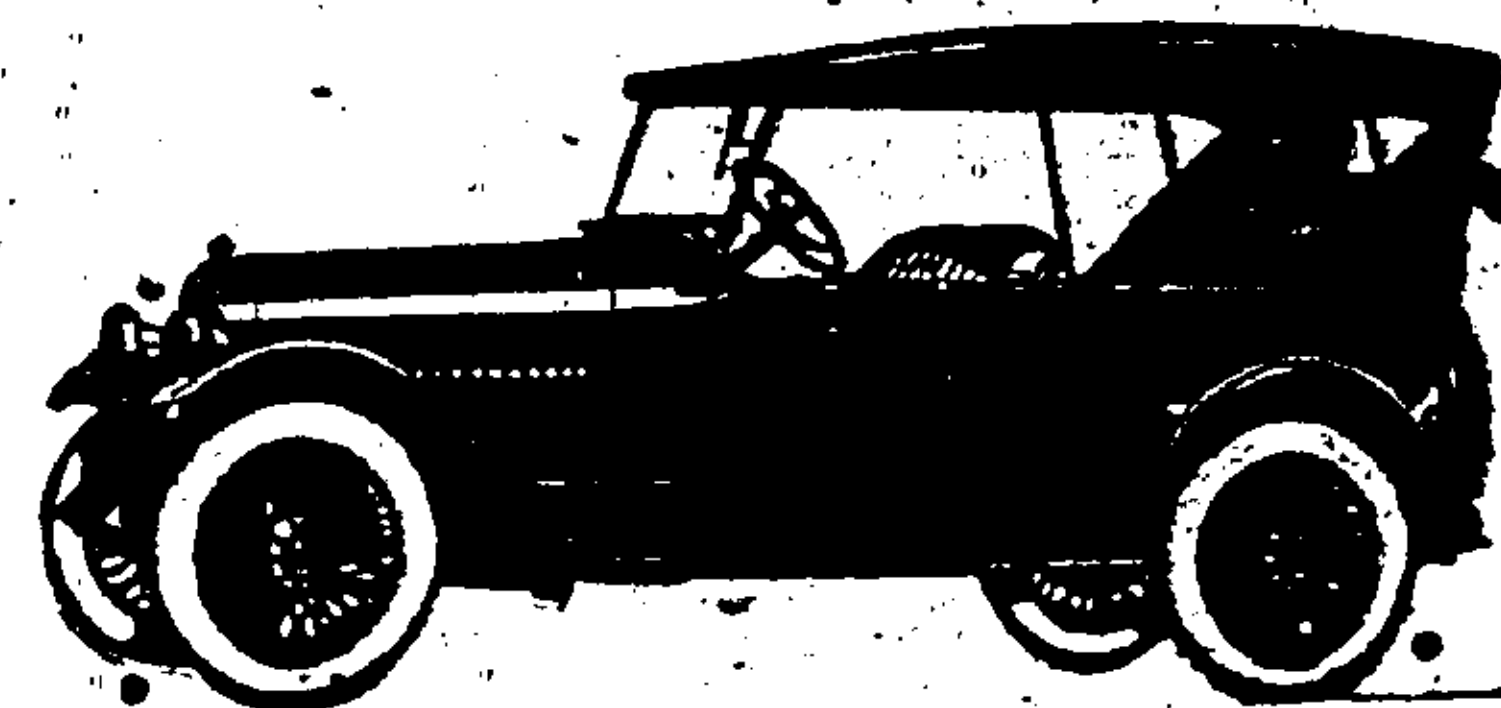
(China) Ltd.

Bank of China Building, Duddell Street.

Telephone C. 2487.

Studebaker

LIGHT SIX
FIVE-PASSENGER TOURING CAR



Price \$2,700

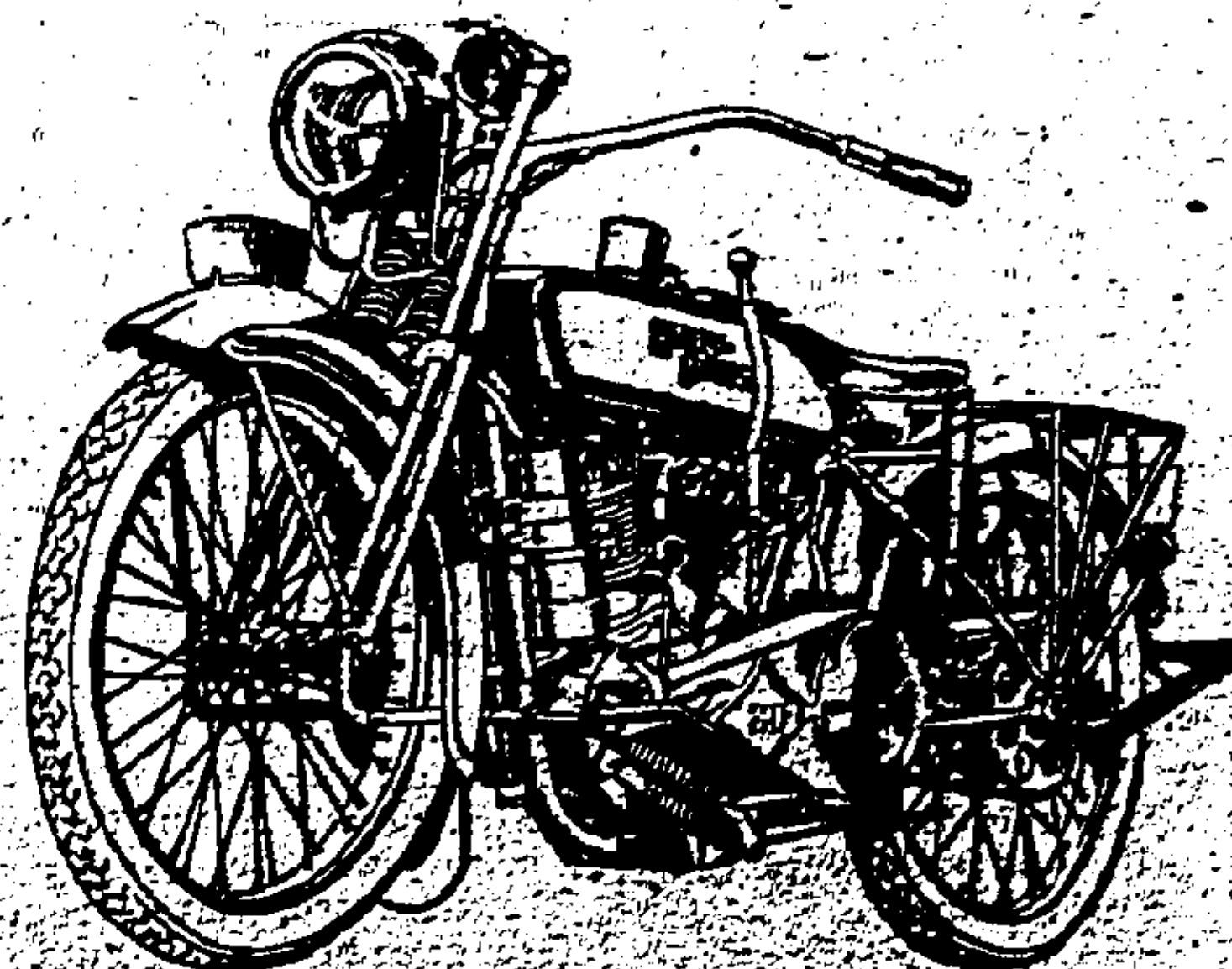
Completely equipped.
Colour. Green or Black.
New Models Arrived.

Before deciding on your car obtain
specification
And let us demonstrate a 6 cylinder
Studebaker.—

The Worlds Greatest Light Weight Car.

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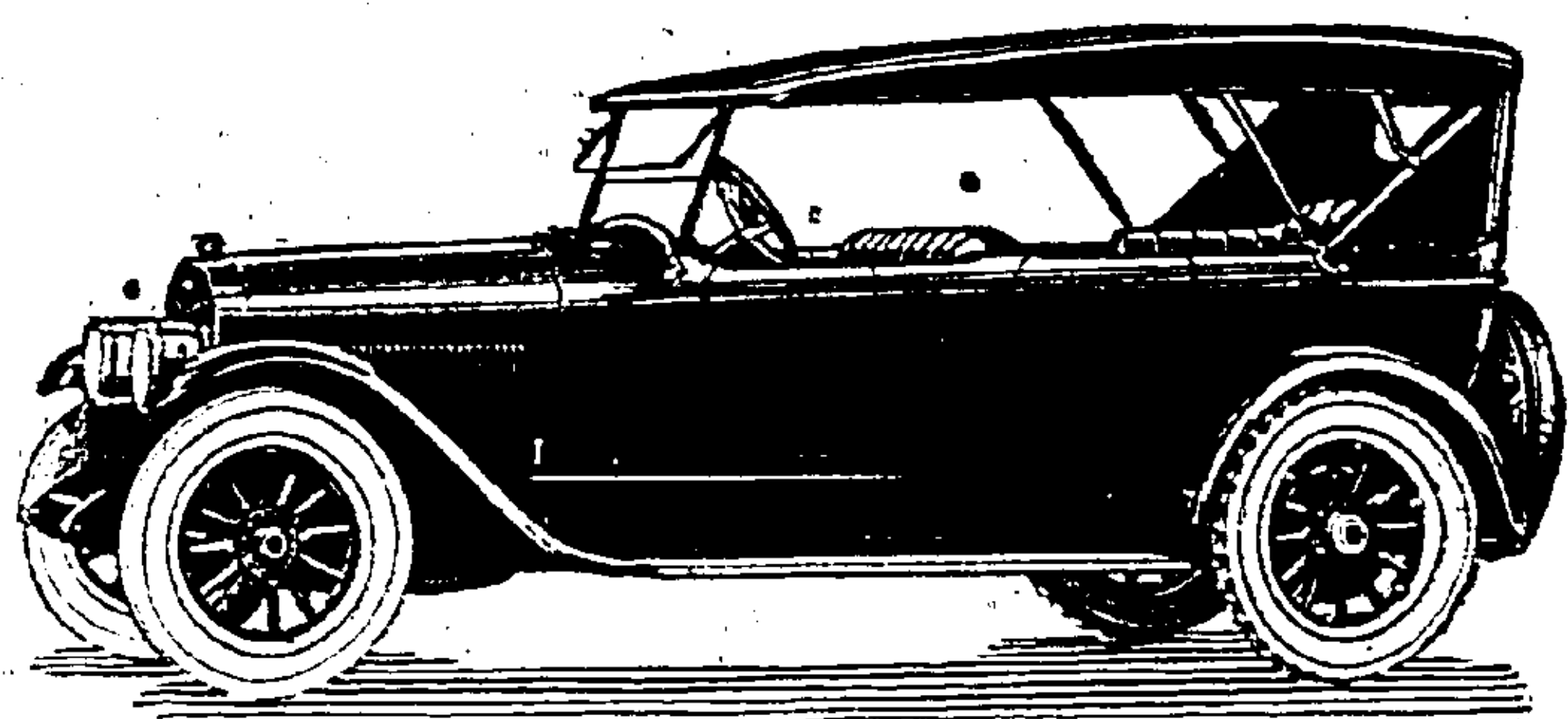
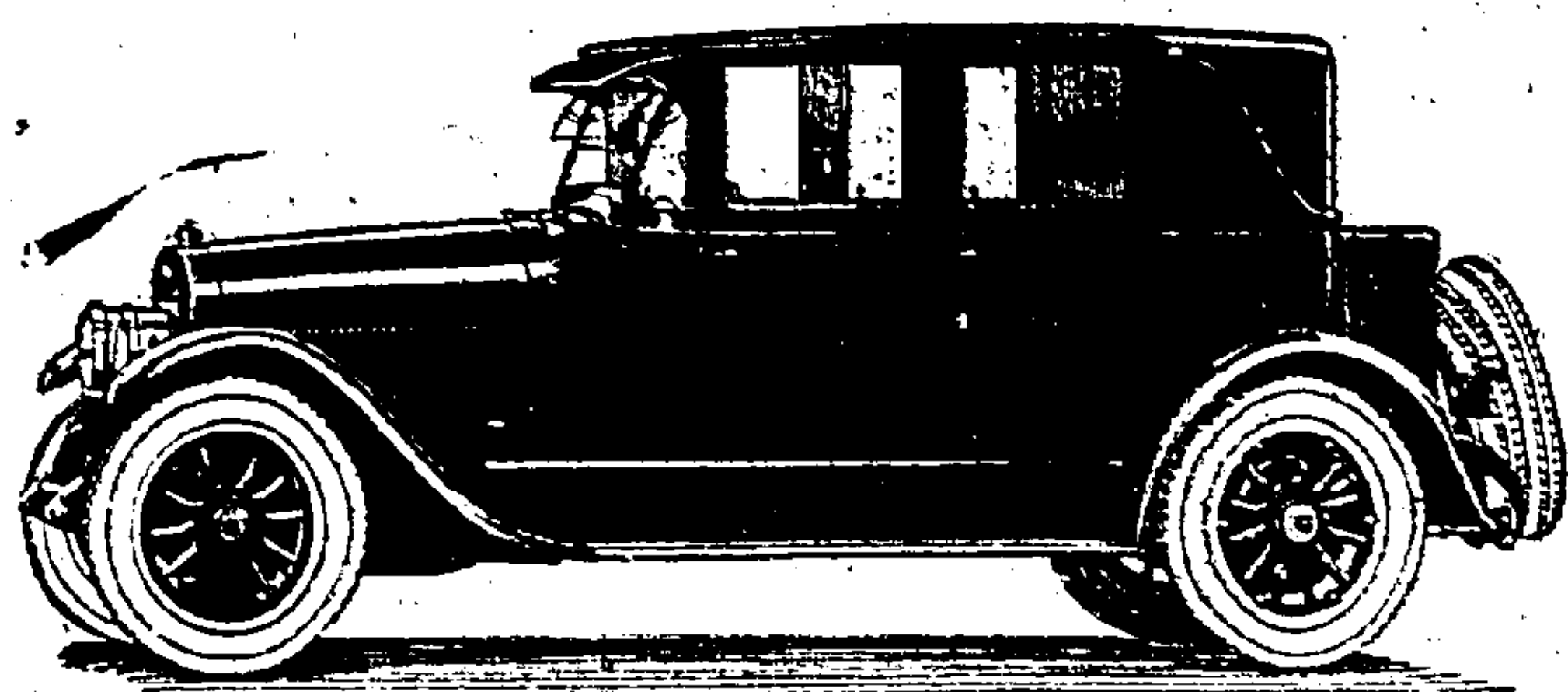


1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY
SHEWAN TOMES & CO.

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LINCOLN

Best in The World



FOR PRICE APPLY—

ANDREW HARPER,

Authorised Ford Dealer.

No. 2 Queen's Road, Central.

A RUBBER STREET.

New Construction to Reduce Vibration.

Akron, Ohio, February 9.—Paving with rubber blocks was laid early this month for the first time in the United States, by a rubber company here in a section of the street fronting an Akron plant.

The rubber blocks resemble common paving brick in size and shape, with the exception of a tongue and groove construction on two sides to join the blocks together in a close union. The bottom and wearing surfaces of the blocks are smooth.

With the ends and grooved sides dipped in hot tar compound to form water-tight joints, the blocks are laid on a concrete base covered with a coating of the tar compound.

Engineers received permission from the Akron city council to lay a section to test rubber block paving compounds and construction, as well as to determine the wearing effect of traffic upon the blocks themselves. A section 10 by 12 feet was laid in the street directly in front of one of the factory entrances where loaded trucks passing in and out will give the paving a thorough test.

Rubber block paving reduces traffic vibration, found in other pavements, protecting the mechanism of vehicles. On bridges it is said to be the means of cutting down on the steel work required to withstand vibrations, also minimizing crystallization of the steel, because the rubber takes up part of the shock created by traffic.

NEW ENGLISH CAR.

It is announced that Messrs Westwood-Ince, Ltd., of Britannia Works, Lower Ince, Wigan, are manufacturing an entirely new car, called the "Westwood," which it is intended to sell at a popular price.

This new "Westwood" has a four-cylinder Meadows engine, of 75 x 120 mm., with an R. A. C. rating of 14 h.p., and has completely enclosed overhead-valve mechanism, with positively driven dynamo and starter. Other items of the specification include a four-speed gear box, Timken rear axle, semi-elliptic springs, Zenith carburettor, with autovac fuel supply, and Dunlop cord tyres. The engine is claimed to give 32 b.h.p. at 2,000 r.p.m.

The prices fixed are, £310 for chassis, £395 for the two- or four-seater—the former with double dickey—£470 for the Coupe, and £495 for the saloon.

TYRE PUMPS.

How To Repair Them.

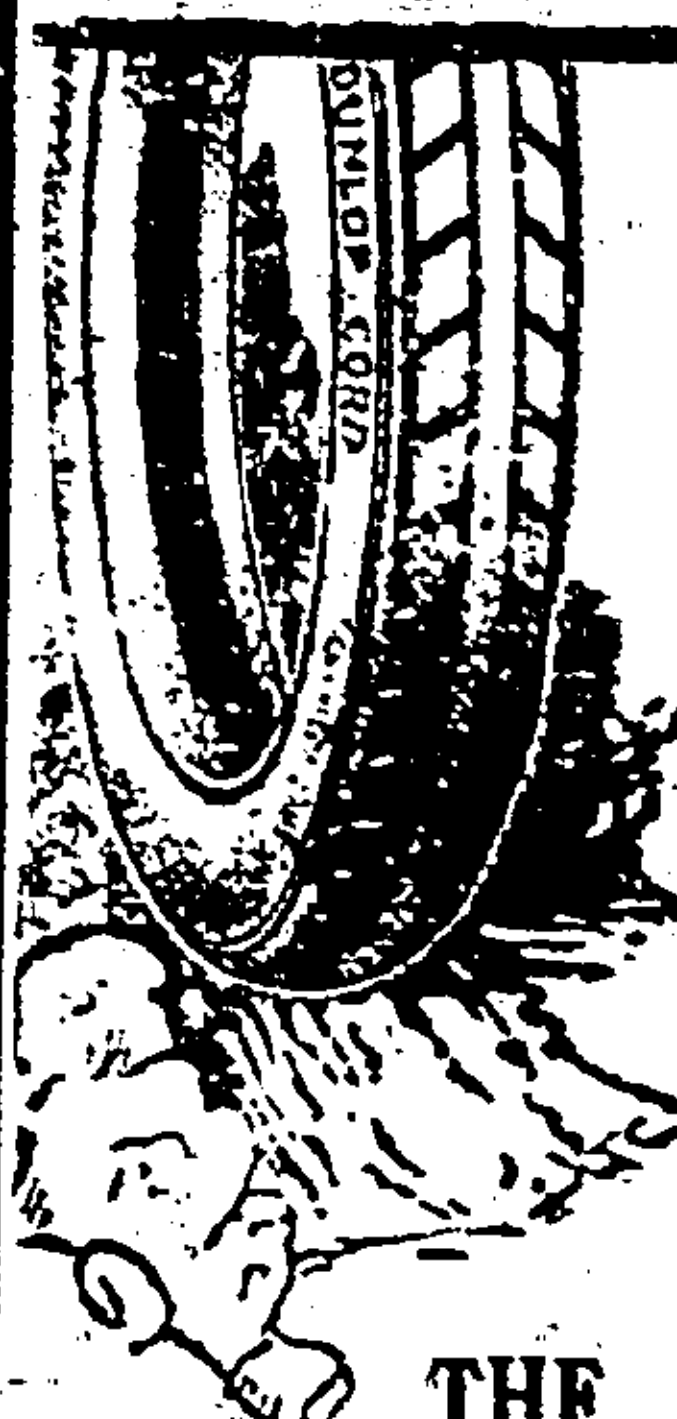
The leather which forms the piston of a tyre pump is rather difficult to form without some sort of fixture for the purpose, says the *Automobile Digest*. The leather used for most pumps is about three thirty-seconds inch thick and can readily be formed by means of a hardwood block which is drilled to size of the pump cylinder and counterbored to the diameter necessary to form the piston. This counterbore should be centred with the hole and a plug is then turned to a diameter about three-sixteenths inch smaller than the hole in the block. For most all cases the leather and the counterbore will have to be about three-quarters of an inch larger than the diameter of the pump cylinder and in order to simplify the forming of the piston, the leather should be trimmed to a feather edge. Sole leather makes the best piston and should be soaked in water until very soft then lay into the counterbore so as to centre it, finally with a heavy hammer drive the plug into position. Allow the leather and plug to remain in the fixture for several hours, piercing the hole in the centre after it is removed.

A two by four timber of hard wood with holes drilled at each end for attaching the towrope forms an excellent towing bar and has an advantage over the towing rope in that it keeps both cars properly spaced and in the case of sudden stops as are often made in congested traffic, avoids the danger of a rear end collision.

PROOF

THE FACT THAT PRACTICALLY ALL THE MAKES OF THE BEST ENGLISH CARS FIT

DUNLOP



as standard equipment is indisputable PROOF of Dunlop superiority. You cannot adopt a safer policy than to take your cue from the people who know, to wit, the Car Manufacturers.

Remember too,—every Dunlop tyre in the Colony has this important protection behind it, viz, the personal protection of the Manufacturer's own Branch organization on the spot.

THE DUNLOP RUBBER CO. (CHINA) LTD.

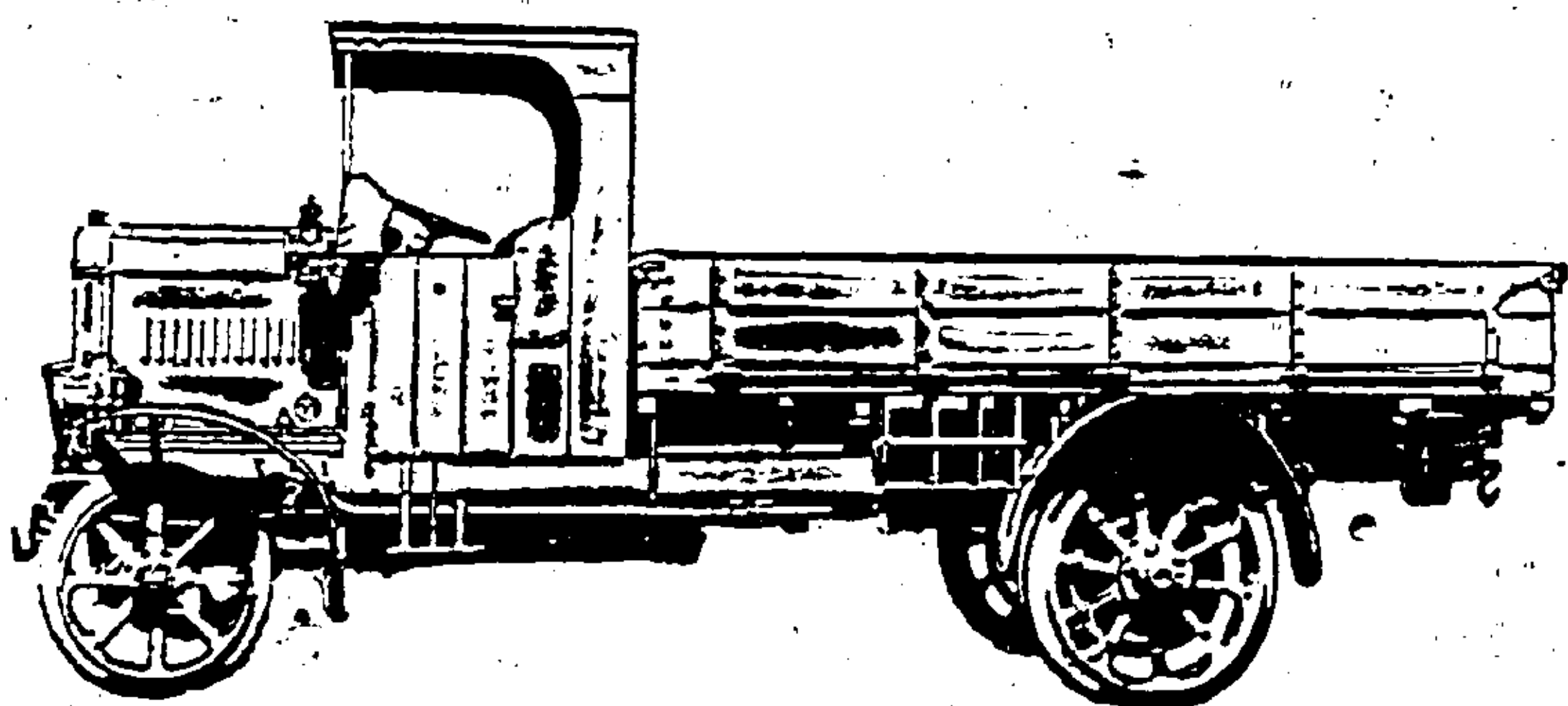
Phone C. 4554

St. George's Building, HONGKONG.

Cables Pneumatic, Hongkong

Obtainable From—
ALL LEADING GARAGES

As supplied to The Hongkong Government & Public Services

"If the writer were asked to sum up the 'Dennis' 2-2 $\frac{1}{2}$ tonner

HE WOULD DESCRIBE IT AS AN ESSENTIALLY HIGH-CLASS, WORM-DRIVEN MACHINE, BUILT ON THE ORTHODOX LINES OF BEST ACCEPTED STANDARD PRACTICE. THERE IS NOTHING EXPERIMENTAL OR DARING IN THE DESIGN. THE CHASSIS IS JUST A REPRESENTATION OF RIPE EXPERIENCE ACCUMULATED OVER TWENTY YEARS OF SOUND WORK."

How could you describe in fewer words the essential features of the machine you need for your transport services. Here you have up-to-dateness in design, soundness of construction, quality of material, dependability—all combined with, and benefiting from, an experience of motor manufacture which dates back beyond the passing of the Light Locomotive Act, in 1895.

BRIEF SPECIFICATION:—

30 h.p., 165 x 150 mm. engine, forced lubrication to working parts by gear-driven pump, large oil sump in crankcase, high tension waterproof magneto, external Ferodo-lined clutch, gate change 4-speed and reverse gearbox, with direct drive on 4th speed, steering by worm wheel sector, Dennis worm-driven back axle, etc. The hand brake is of the expanding type, and the foot brake acts on a drum behind the gearbox, both brakes being easily adjustable by hand nuts in accessible positions. All chassis are fitted with front mudguards and Dunlop solid tyres, and supplied with 1 head, 1 tail and 2 side lamps, tool kit, lifting jack and horn.

THE
DENNIS2-2 $\frac{1}{2}$ ton Model

Write for leaflets of models in which you are interested.

Alex. Ross & Company
(China) Limited.Bank of China Building, Duddell St.
Telephone C.2487

EXCEPTIONAL RIDING COMFORT

The new Dodge Brothers Touring Car is exceptionally comfortable to ride in; it is good looking; and it incorporates many important refinements of detail.

The body is longer and lower, eliminating side sway, affording more leg room, and enhancing the beauty of the lines.

Deeper seats, long underslung rear springs and longer front springs, give ample assurance that cross country touring can be a enjoyed without weariness or fatigue.

Yet with all these improvements, and many others, it is still fundamentally the same car-built on the same chassis and powered by the same sturdy engine.

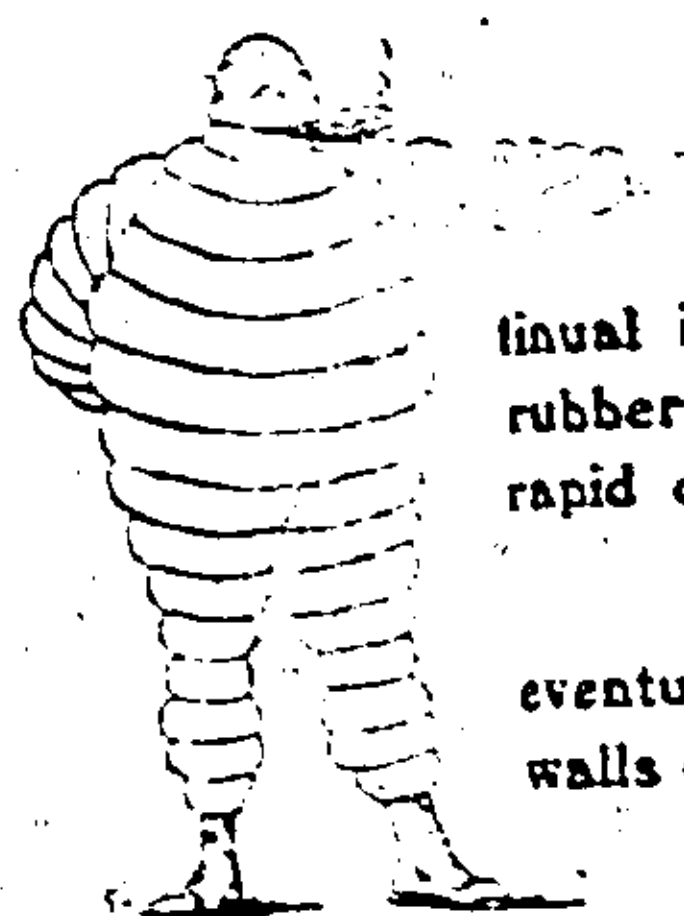
The price of Standard Model five-passenger Touring Car, complete with Magneto and with five Cord Tyres, is\$2400.

Come and see it.

The Dragon Motor Car Co., Ltd.

Registered Head Office and Show Room
Wong Nei Chung Road (Happy Valley), Tel. Central 3950.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the bead.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy MICHELIN tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.
Telephone 3438. China Building, 1st Floor.

NERACAR

Reliability
Economy
Comfort



Cleanliness
Simplicity
Safety.

THE LIGHTWEIGHT MOTOR CYCLE WITHOUT A PEER

With the advent of the "NERACAR" and clean two-wheeled transportation, the best known families of Great Britain are taking to this economical and comfortable means of transportation. Prominent among English users are the following:—

The Earl of Haddington M. C.
The Earl of Beville.
The Earl Fitzwilliam, K.C.V.O.
Col. E. V. North, C.M.G., D.S.O.
Col. Sir Edward Ward, Bart. G.B.E., K.C.B., K.C.V.O.
Lt. Col. C. Winterscale, D.S.O.
Capt. L. F. Sloane Stanley.
Professor E. Emrys Roberts.
Dr. J. P. Broom, M.B.E.
Dr. E. H. Felton, M.B.E.
The Rev. F. W. Hassard Short, M.A.C., T.A.
and many others too numerous to mention.

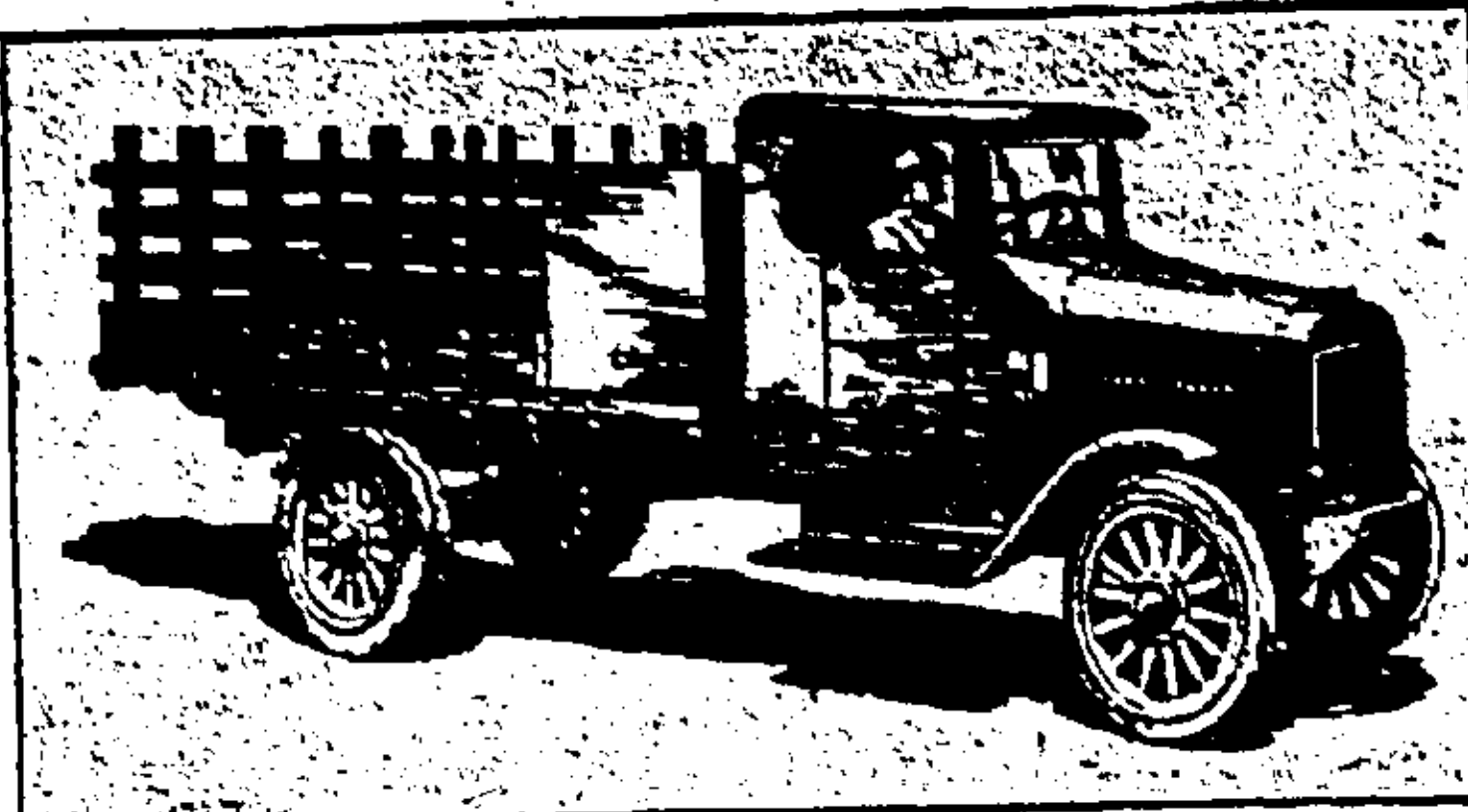
Her Grace the Duchess of Malborough.
The Marchioness of Headfort.
The Lady Joan Wentworth Fitzwilliam.
The Lady Donatia Wentworth Fitzwilliam.
The Lady Mary Stuart Wortley.
The Lady St. Germans.

100 to 115 miles per gallon of gas. 35 miles per hour. This means safe, sane driving without speeding.

Free demonstration. Sold on easy terms.

DE SOUSA & CO., LTD.
Sole Agents for South China.
2nd Floor, St. George's Building.
Tel. No. Central 1264.

INTERNATIONAL MOTOR TRUCKS. Features of New Models.



An unusual feature of the new line of heavy-duty International Motor Trucks is the steering wheel arrangement. So often in motor truck design the driver's compartment is shortened so as to retain as much as possible of the available space for loading purposes; in consequence the steering post must be made vertical or nearly so with the wheel almost up to the level of the driver's shoulders. Comfortable driving under such conditions is hardly possible.

The designers of the new International line have eliminated this objection by breaking the steering shaft some distance below the wheel, giving the upper section of the shaft the desired rake and making the lower section vertical. This was accomplished by placing the worm and gear, which is usually below the footboard on the one-piece steering post, above the footboard and underneath the cowl. With this arrangement the post from the steering wheel to the worm and gear is pitched at a thirty-degree angle. This construction provides plenty of foot room in the cab for the driver. With the worm and gear placed in the cowl above the footboard, easy adjustments can be made—no need of climbing underneath the truck to make them.

The engine of the new International line is of entirely new design. It is a simple, powerful, four cylinder, valve-in-head engine. The crankshaft has two heavy-duty over-size ball bearings. They are well made, durable and

easily lubricated. They reduce friction and wear to a minimum and add greatly to the life and service of the engine.

All working parts of the engine are enclosed and protected from dust and dirt; convenient hand-holes make them easy to reach for adjustment and inspection, particularly of crankshaft and connecting rods. The magneto, generator and governor are mounted in a line at the right side of the engine, above the frame where they can be reached conveniently when the hood is raised.

Accessibility, in a word, has been a watchword of the International engineers in designing this new engine. Such accessibility encourages the driver to give his engine the proper care and attention. It makes it easy for him to keep it at its maximum efficiency every day, thus adding many thousands of miles to its active life.

The cylinders of the new International engine are removable. The advantage of removable cylinders over those that are integral with the engine block, of course, is obvious. When a cylinder becomes scored or worn, for instance, it is an easy matter to remove it and insert a new one in its place. Another point in favour of this construction is that it makes possible a greater uniformity in cylinder walls. With each cylinder made as an individual part, separate from the engine block, it is possible to have the walls of each cylinder absolutely uniform in thickness. This permits even cooling all the

way round each cylinder, and eliminates the danger of cracked or warped cylinders due to unequal expansion and contraction.

There are two sets of powerful brakes, one set on the rear wheels and the other on the propeller shaft. The standard International internal gear drive rear axle is maintained in the new models. Two separate members make up the rear unit—a solid one-piece axle for carrying the load, and a separate live driving axle for transmitting the power to the wheels. This makes possible a lighter weight construction in the differential assembly, and greatly reduces the unsprung weight on the rear wheels and tyres.

The new International Motor Trucks are equipped with quarter-elliptic auxiliary springs for the assistance of the main springs when hauling heavy loads. There is a separate auxiliary for each rear spring. These are inoperative under light loads, but are automatically brought into action when the load on the truck is great enough to deflect the main springs to a certain definite point. This auxiliary construction makes it possible to use main springs of sufficient flexibility to cushion a light load properly. At the same time the necessary spring strength is there to take care of capacity loads under the roughest road conditions.

USED CAR PRICES.

In issuing a list of prices realised by secondhand cars at their recent auctions sales, Messrs. Auto Auctions, Ltd., of 3, Earl-street, Horseferry-road, S. W. 1, remark that although this is generally regarded as a quiet time for motor-car transactions, their total sales show a large increase over the corresponding period of last year. It is interesting to note also that a much larger percentage of the cars sold were the property of private owners, and were purchased by private buyers. Prices realised were as follows:—1923 10.5 h.p. Charron Laycock two-seater, £295; 1923 12 h.p. Austin all-weather, £275; six 1923 11.9 h.p. Bean two-seaters, respectively £260, £233, £233, £235, £210 and £210; 1923 11.9 h.p. A. C. two-seater, £215; 1922 14-40 h.p. H. E. two-seater, £220; 1923 10.8 h.p. Clyno tourer, £180; 1922 10 h.p. Wolseley two-seater, £175; 1923 11.9 h.p. Morris Cowley two-seater, £144 7s. 6d.; 1923 10 h.p. Trojan convertible saloon, £120; 1923 7.5 h.p. Citroen, £110, and 1923 7.5 h.p. Citroen, £87 10s.

They are efficient, simple transportation units—these new Internationals—and contain various new features in their design that make the slogan "for low cost hauling" of their maker, the International Harvester Company, full of meaning.

THE MOTORIST'S BABY.

BY BERTON BRALEY.

He's a model that is sassy.
On a tiny little chassis.
And his headlights are a nifty shade of blue.
Just at present he ain't much on
Making speed, but oh! his clutch on
This heart of mine is strong, I'm telling you.

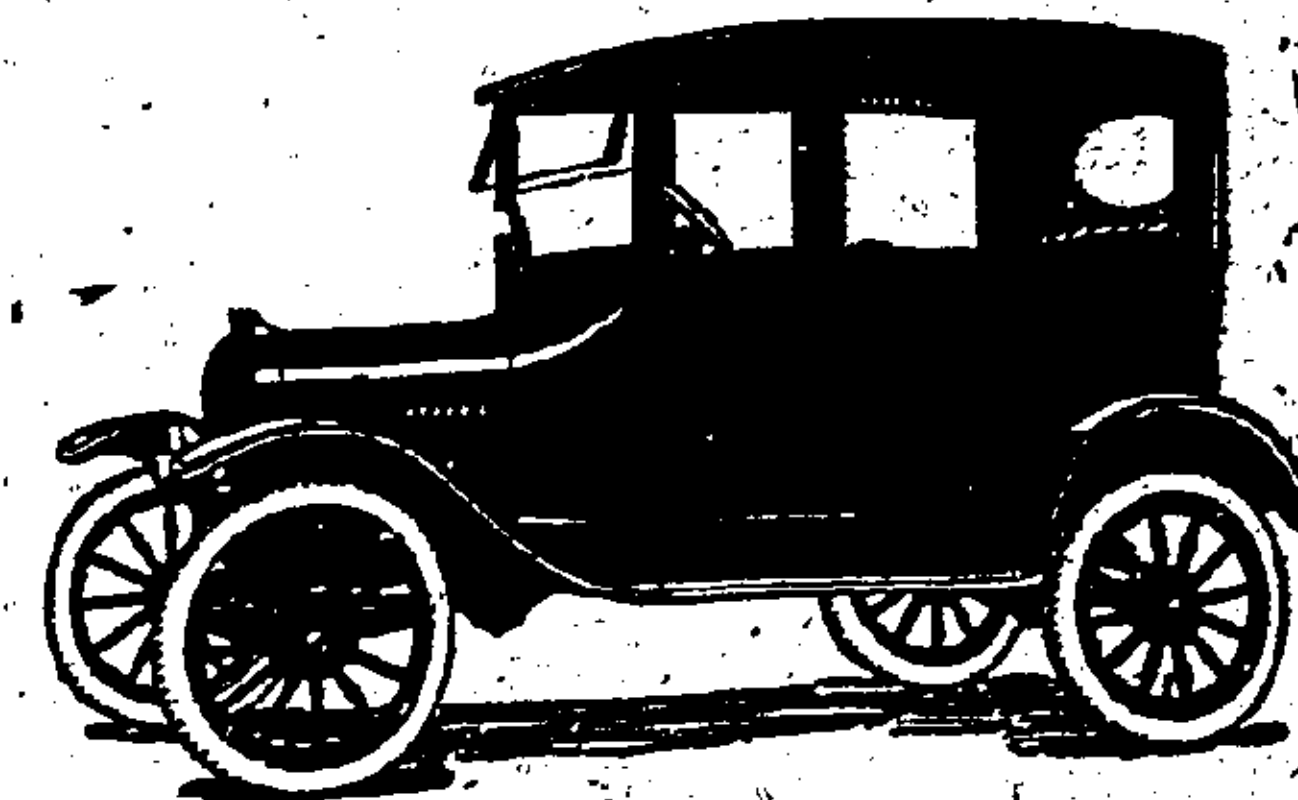
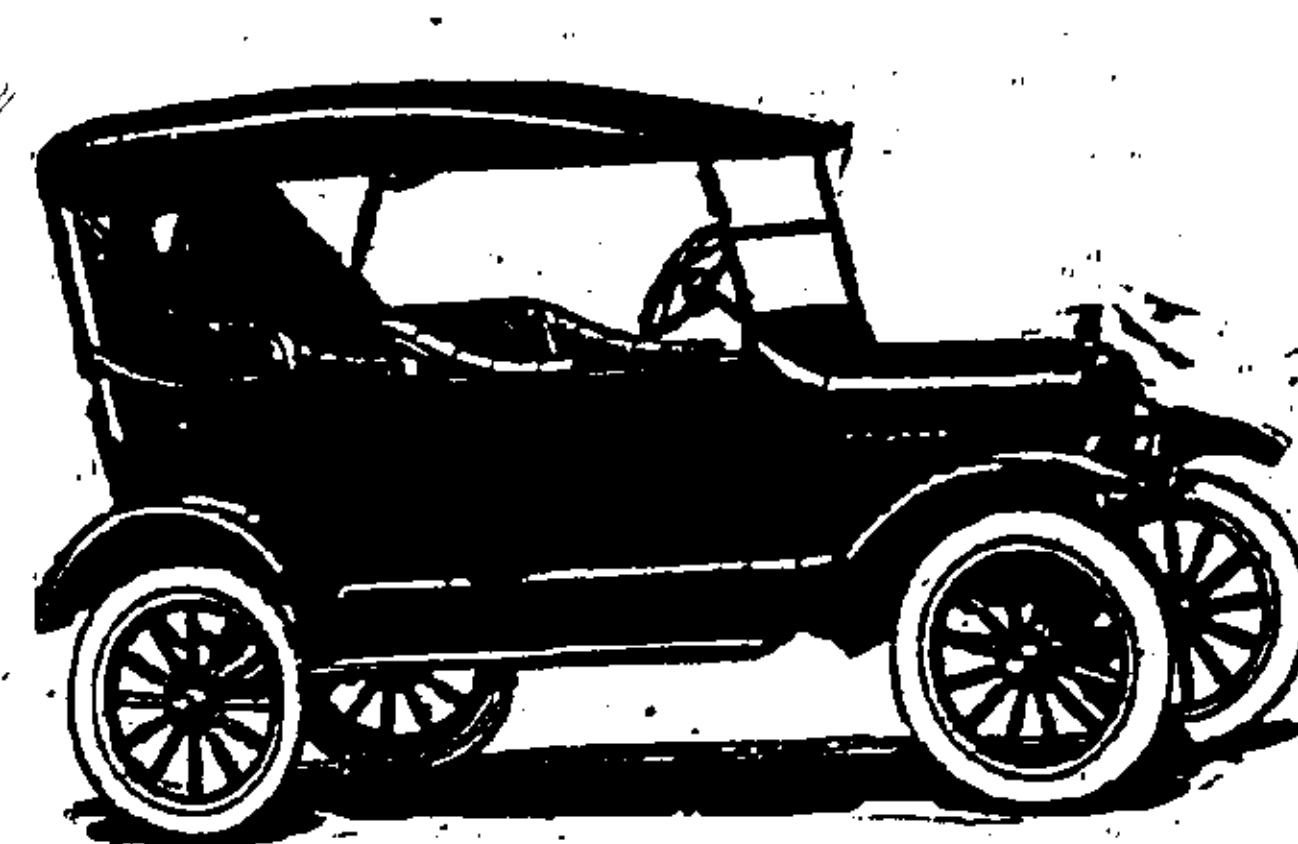
They don't make 'em any smarter.
He's a genuine self-starter.
And his klaxon surely has a lot of power.
When he really gets to going
With his scream-lines, he is showing
Something pretty close to ninety yells an hour!

He's upholstered, nice and fat in
A material like satin.
With a downy sort of stuff upon his dome.
And I have a grand idea
That in time 'e'll prove to be a
Dandy runabout to run about our home!

Ford

THE UNIVERSAL CAR

Full Stock of Spare Parts on Hand



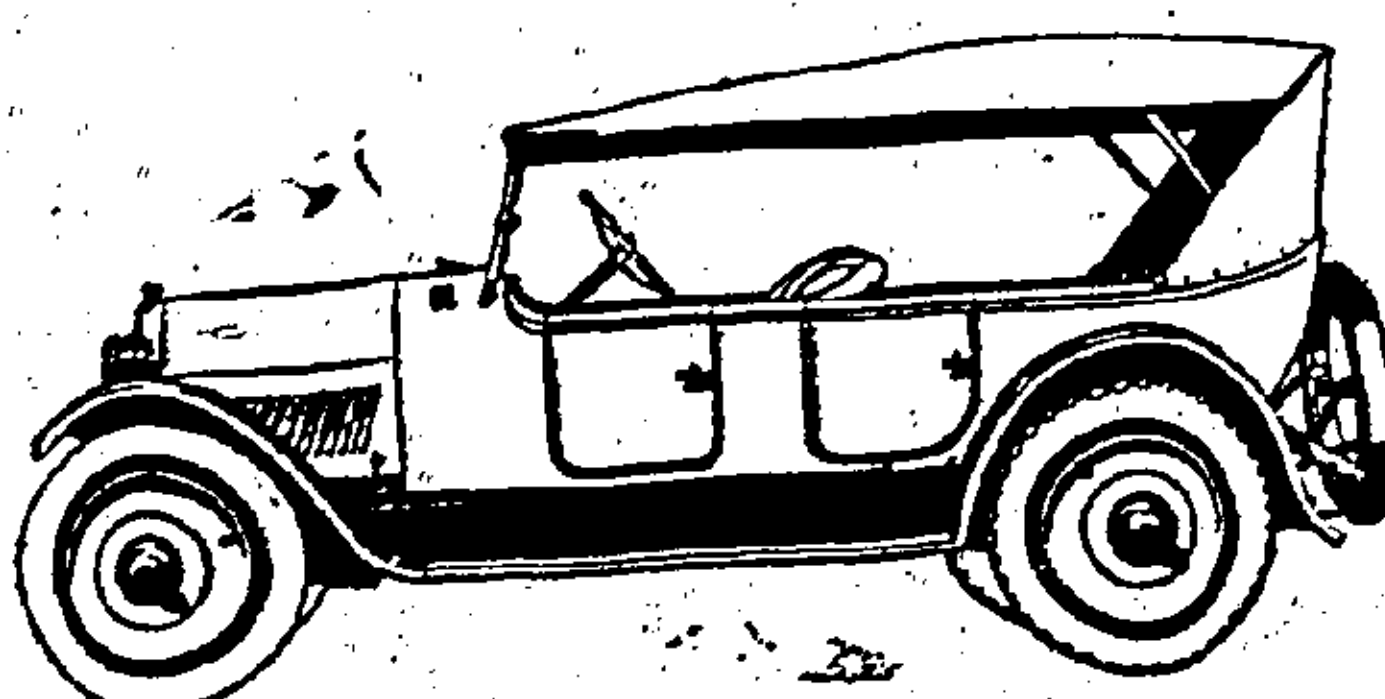
NOW IN STOCK READY FOR DELIVERY.
COME AND GET A DEMONSTRATION.

ANDREW HARPER,

Authorised Ford Dealer.

No. 2 Queen's Rd. Central.

Oldsmobile



Price \$2,500 fully equipped including.
Disc Wheels, Spare Cord Tyre & Tube, Double Bar Bumper.
The Oldsmobile Four Cylinder Five Passenger Touring Car now sells at a price (therefore unknown) in its class. It offers you a buying opportunity that you cannot afford to overlook.
CARROLL & CO.
Telephone Central 2491.
Distributors.

16,000,000 MOTORS.

From 1895 to 1923, American manufacturers produced more than 16,000,000 motor vehicles. Of these, 80 per cent. were produced in the last seven years, 60 per cent. in the last five years, and 16 per cent. last year.

TO PREVENT RUST.

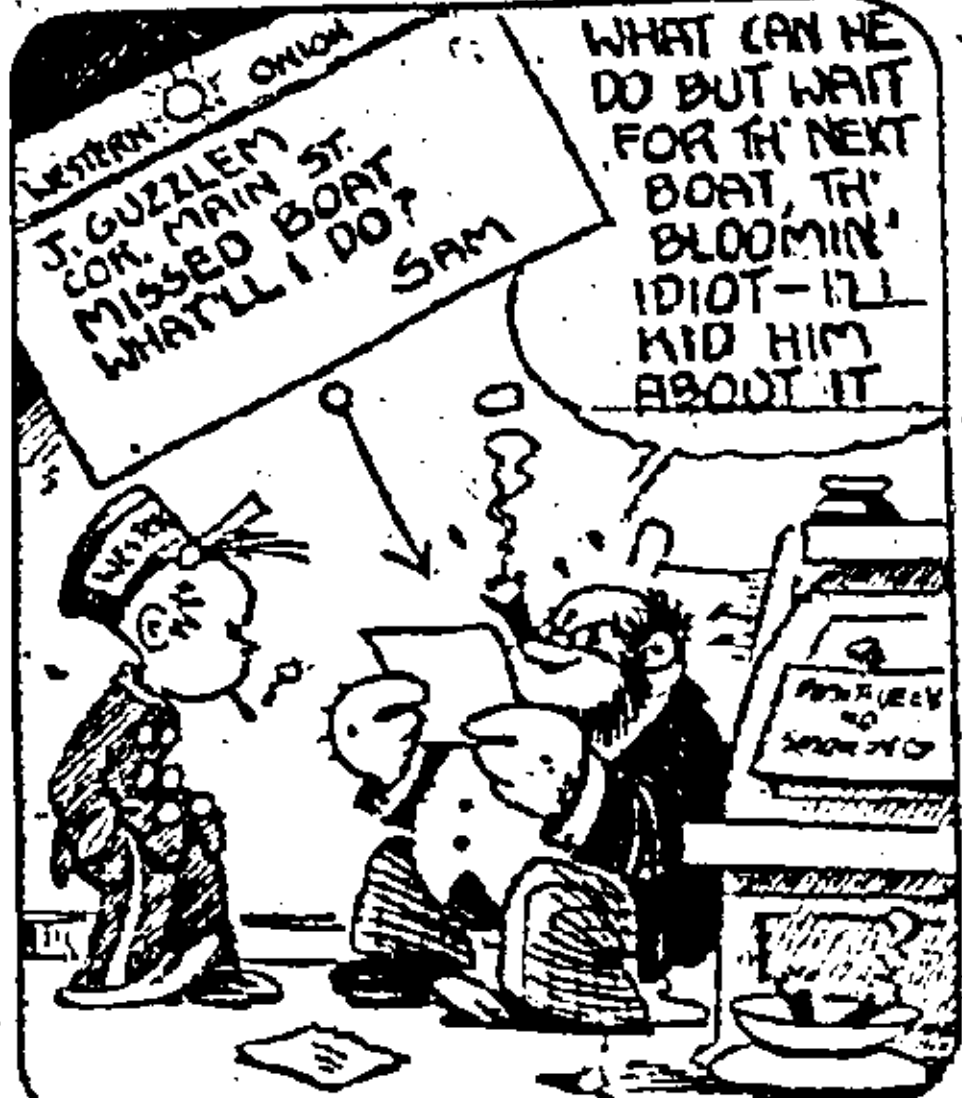
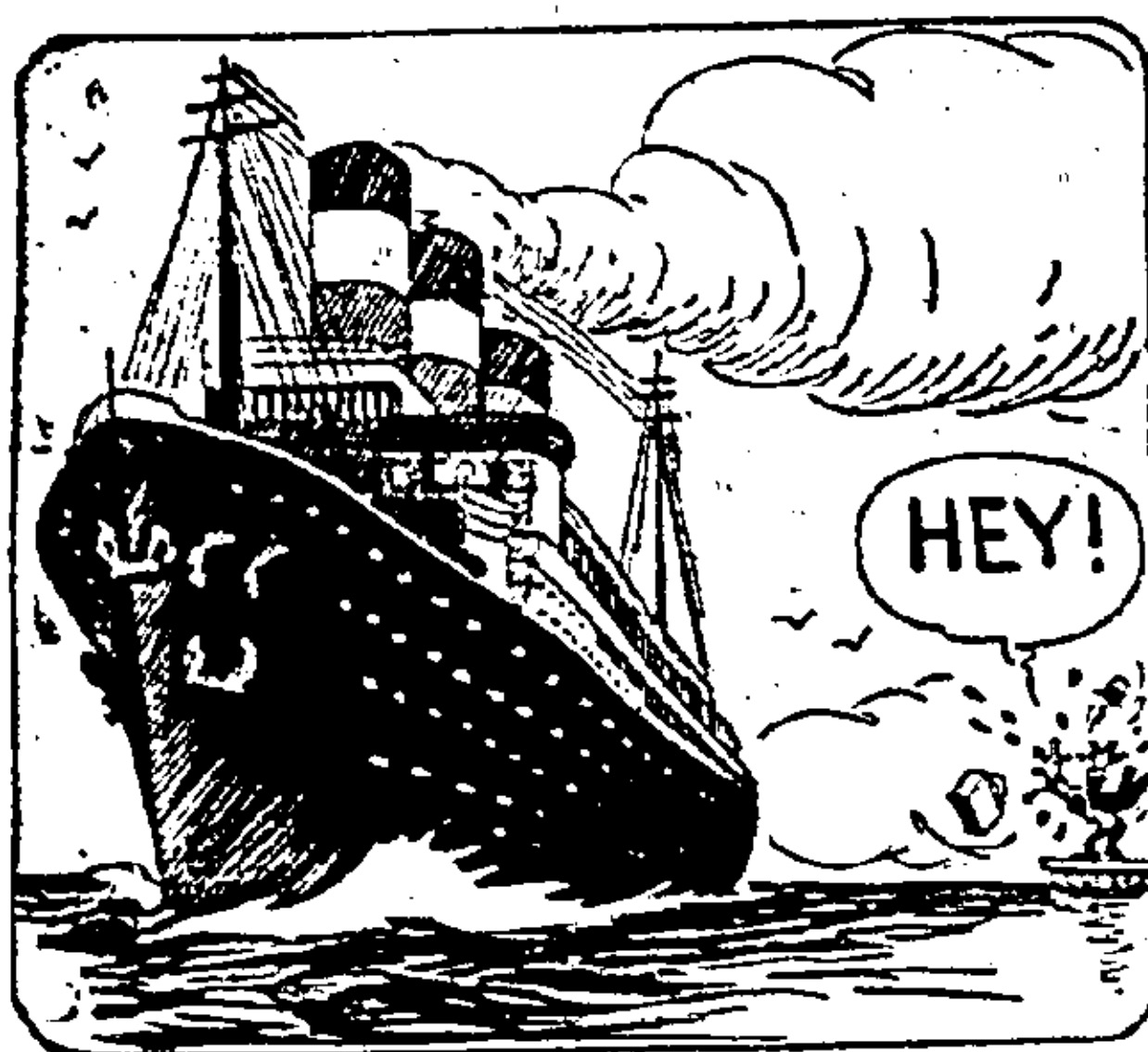
When rust appears on the outside of the fenders, beware. The next stage in the deterioration process is a hole straight through the fender. Rust does not do as much damage on the under side of a fender as one might suppose because a coating of road dirt tends to prevent its formation. But when rust starts on the outer surface it runs a merry course and soon makes the fender look like a Swiss cheese. The remedy is a fine brush and a can of black enamel.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Following Instructions

BY SWAN



UNDERWOOD TYPEWRITERS
PRICE - H. K. \$125.00 NET.

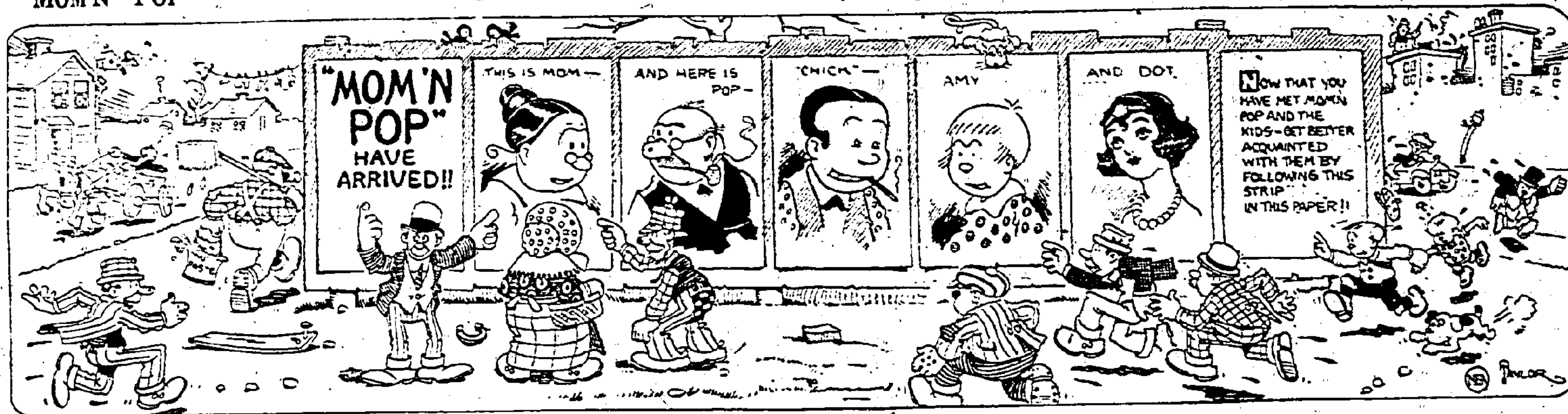
Weight: 14 Lbs. Minimum Weight: 10 Lbs. Maximum Service.

PORTABLE MODEL
Sole Agents
DODWELL & CO., LTD.
Queen's Bldgs. Phone C. 1030.

MOM'N POP

Our New Family Strip!

By Taylor



FUNNY STORIES.

Don't Tell Your Wives.

"Well, Art, I can tell you're a married man all right. No holes in your socks any more."
"No. One of the first things my wife taught me was how to darn 'em."—*American Legion Weekly.*

And He Wasn't Spoofin'!

"The boss offered me an interest in the firm today."
"He did?"
"Yes, he said that if I didn't take an interest in it pretty soon he'd fire me."—*Judge.*

Love And Latitude.

Waggs: "My wife's gone for a trip to the West Indies of all places!"
Tags: "Jamaica?"
Waggs: "No—quite of her own accord."—*Sydney Bulletin.*

A Difficult Task.

A doctor was trying to explain to a patient that all his imaginary illness came from brooding.
"Be cheerful," said the doctor.
"Sing at your work!"
The man hung his head.
"I can't," he answered. "I'm a glass blower."—*Exchange.*

Another Great Mystery.

The Kid: "What are ancestors, dad?"
Dad: "I am one of yours, my boy, and grandfather is another."
The Kid (staring hard at father): "But I say, dad, why do people boast about 'aem'?"—*Sydney Bulletin.*

Not Father's Pet.

"Your son must be the idol of his family."
"Yes, he has been idle for 21 years."—*Penn State Enk.*

For Fashion's Sake.

"I didn't know you were a huntress, Marjorie!"
"I'm not. Good gracious! I wouldn't kill anything for the world. This beastly gun goes with the costume."—*Life.*

His Undying Love.

He—My darling, you simply must marry me.
She—But have you seen father?
He—Oh, yes, often. But I love you just the same.

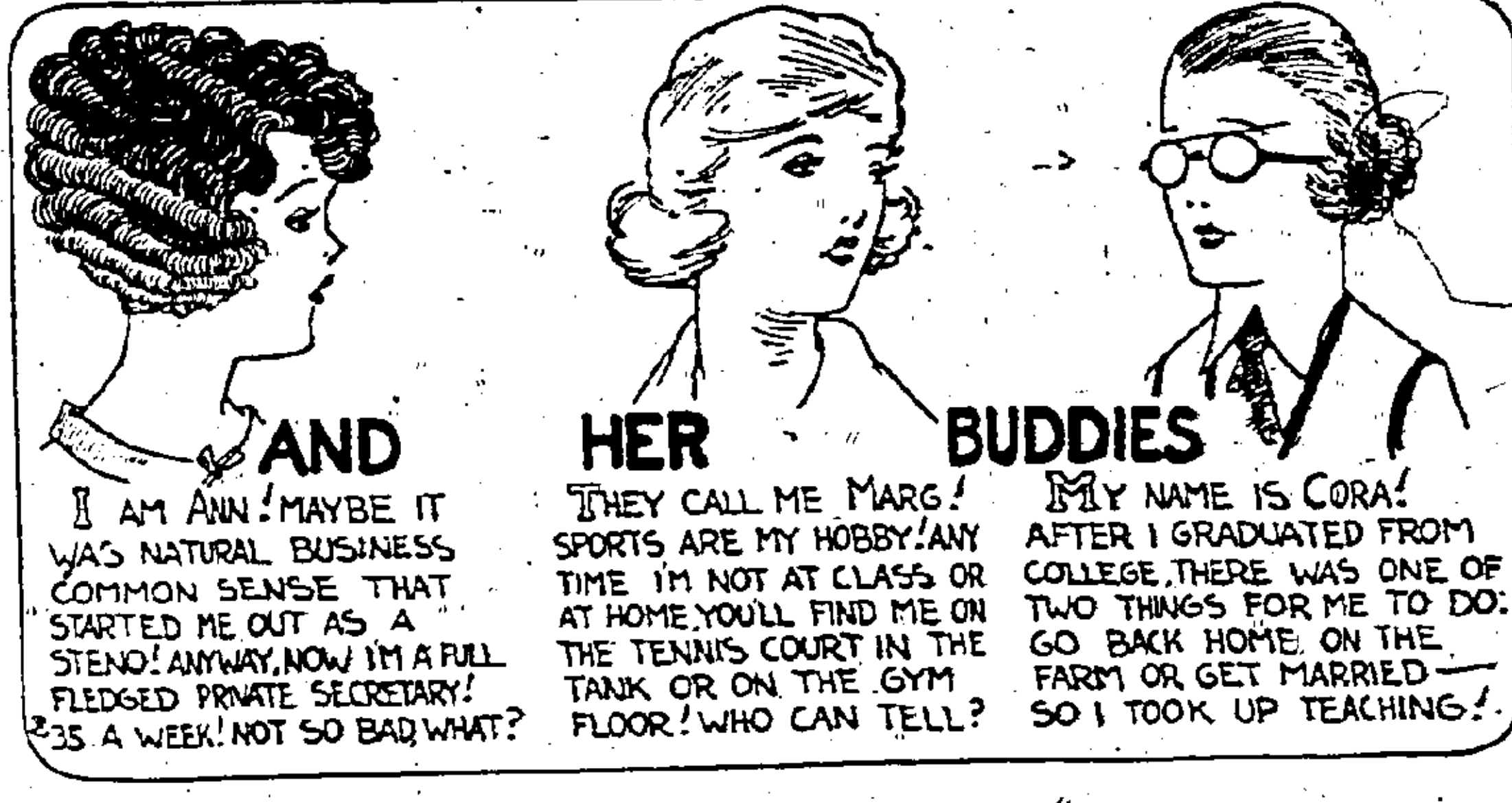
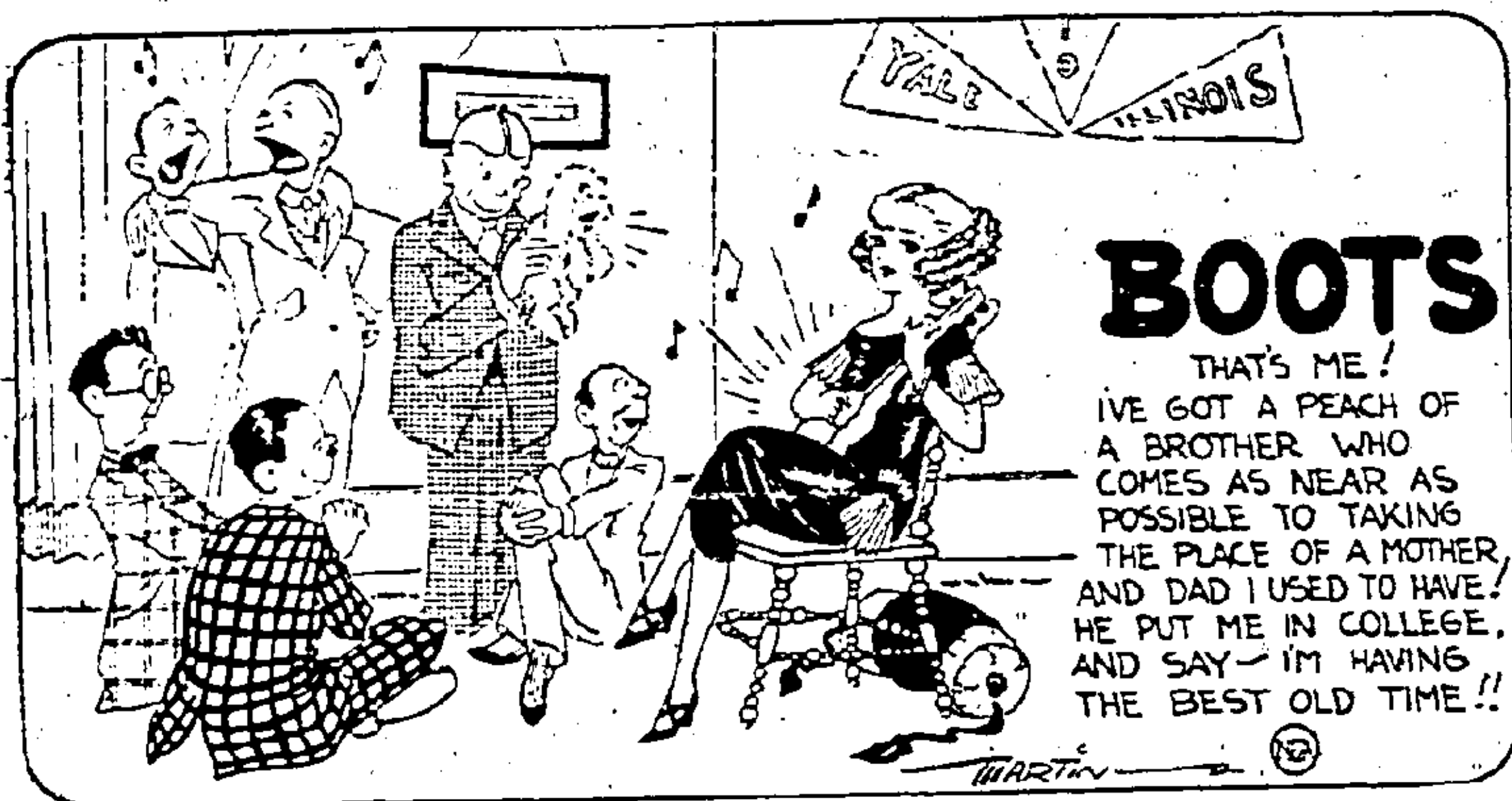
A Quiet Departure.

"I hope you had no angry words with your last mistress before leaving."
"Oh dear, no; none whatever. I just locked the door while she was having her bath, got my things together, and came away."—*Sydney Bulletin.*

BOOTS AND HER BUDDIES

Introducing Our New Girl Comic

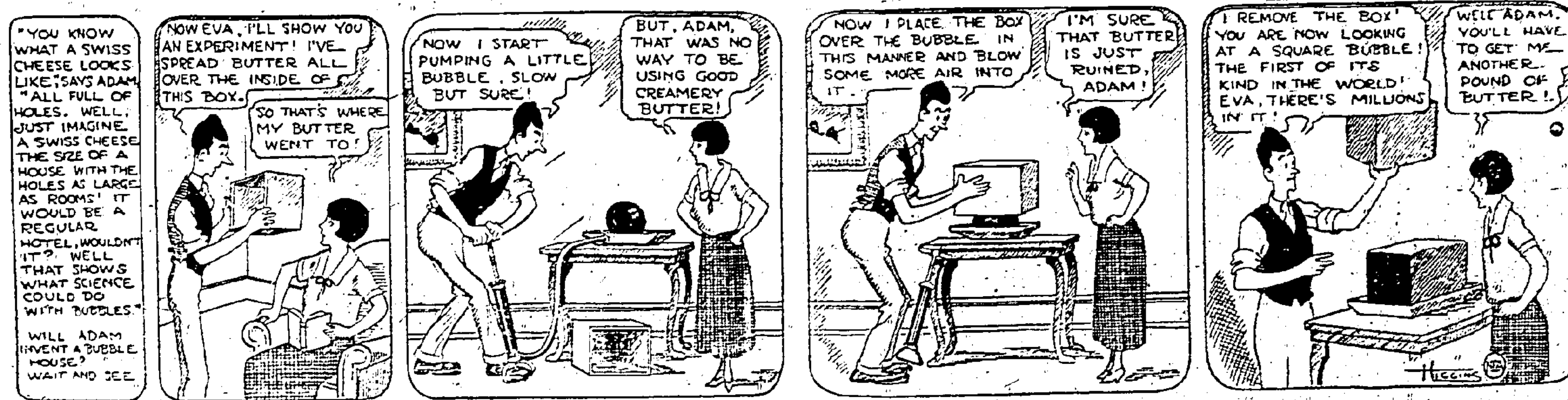
By Martin



ADAM AND EVA

A Square Bubble

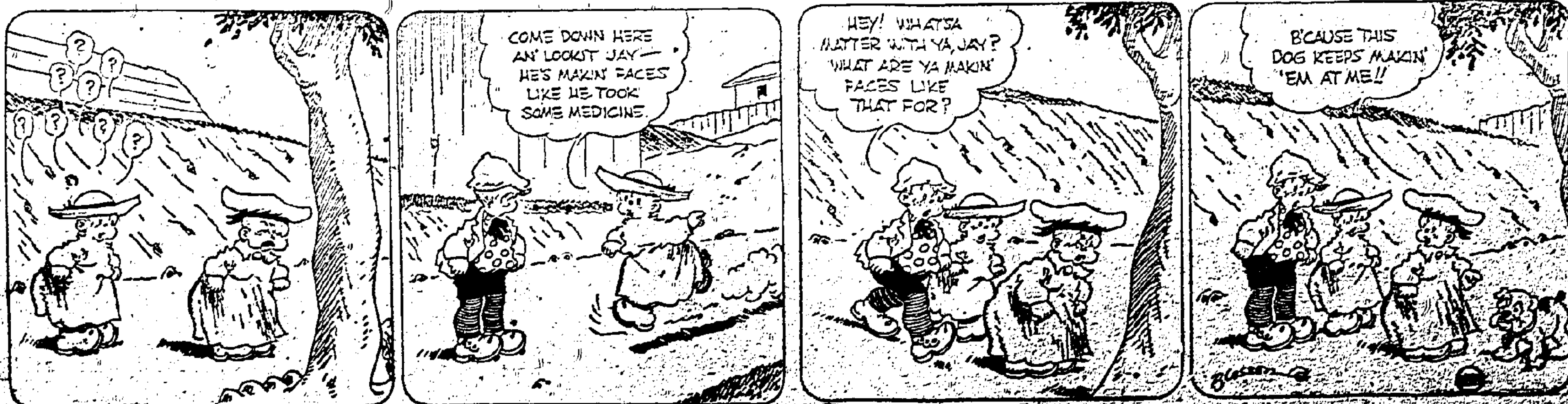
By Cap Higgins



FRECKLES AND HIS FRIENDS

A Hard Time Getting Even

BY BLOSSER

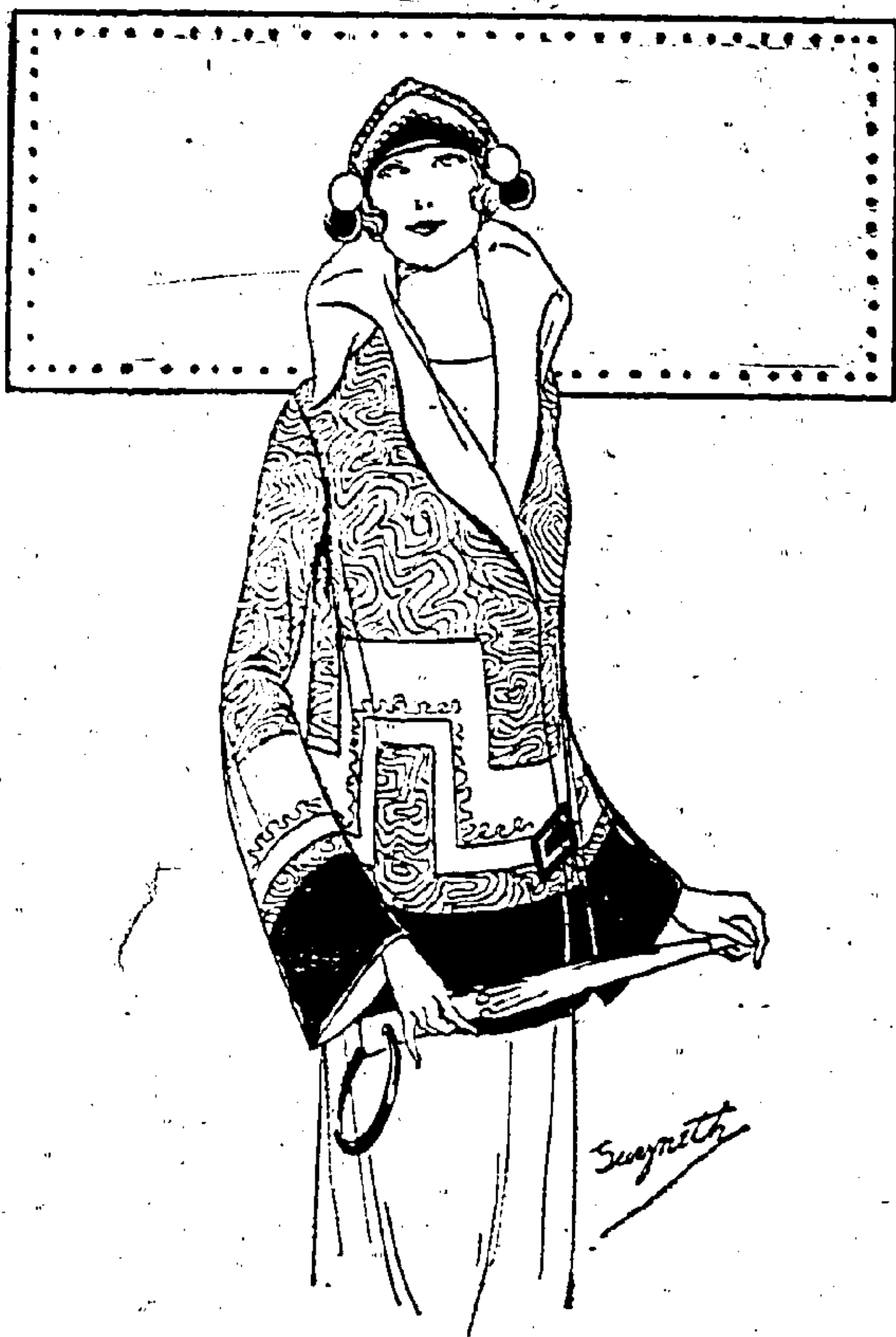


For Your Baby

WOMEN'S INTERESTS

NEW PARIS FASHION FEATURE

(Special to "Hongkong Telegraph.")



This short coat could be very charmingly carried out in chestnut colour, embroidered all over in brown, gold and orange which blend with the cloth, leaving the collar, cuffs and edge perfectly plain.

TO POLISH MARBLE

When marble has been stained and has to be cleaned with some rough cleanser, it will be dull in appearance. It should be thoroughly dried and be rubbed over with a very little good furniture cream, applied with a flannel pad, then briskly polished with a soft cloth.

FASHIONABLE NOVELTIES.

For children there are smart little socks which turn over below the knees like golf stockings. The turned-over top has checked or diamond-shaped designs knitted into it in a bright-coloured thread, contrasting with the brown, grey, or white of the socks themselves.

A new arrangement for the scarf has been invented. A scarf and hat set for sports wear of duck blue georgette, edged with "leather cloth" in wide fringes, is worn in a novel manner. The scarf is passed over the top of the hat, and binds under the chin like the wimple of a mediæval lady. It is infinitely becoming to any woman with a pointed face.

Speaking of scarves, there is no rule or limit to the ways that they may be worn. The chief point is to own several scarves, some plain, some feather-edged, some fringed, and some of tricot, and to wear the one which suits your costume in any way that seems becoming to your good judgment. Paris uses them for everything from skirt drapery and girdles to hat veils, and is looking for novel ways of draping them at any point of the anatomy.

The Frenchwoman has at last adopted the low heeled English shoe for sports wear, and the French manufacturer has succeeded in making it amusing by combining different coloured leathers in its fabrication.

Wool stockings for sports are also accepted by the Frenchwoman, and there are some very pretty ones which combine coloured silk with black wool. The black ribs the outside of the stocking, and the silk lines the inside, and shows between the upstanding black ribs in bright streaks. The effect is very fascinating.

A HINT THAT HELPS.

Apply furniture polish with a paraffin duster. A duster thus treated will not absorb the cream, uselessly, and a great saving is thereby effected.

FASHION NOTES

Characters of mah jongg tiles trim some of the newest sweaters and are introduced about the hems of sport skirts.

Pleated laces are combined with georgette or chiffon to form the most attractive of dinner and evening frocks.

Lace is one of the most popular materials for evening gowns, particularly in the pastel shades and in white and ecru.

Handmade frocks of georgette crepe are suggested for street wear in the fashionable summer collections.

The extremely short sleeve is to be worn extensively this summer if early indications may be relied upon.

Flowers are to be used lavishly on summer millinery, especially field flowers and roses in big bunches.

Front fullness for frocks is being stressed by a number of French houses, but the plain flat-back effect is almost invariable.

An unusual sport frock of white crepe de chine is applied with bands of black kid and worn with a brilliant red scarf.

Flesh-coloured slips are worn with dinner frocks of black chandilly lace.

Lace veils and streamers are popular on large and small hats and are particularly effective on black satin models.

ATTRACTIVE GIRDLES.

They say that belted dresses are the only thing, but all the same one sees a great number of smart frocks and gowns with a well-marked waistline and often with charming girdles.

For evening wear with a plain crepe frock there is the girdle of metallic ribbon, which is made up to fasten on the left hip, with an end down to the floor. There are adorable little belts of suede, for wear with daytime frocks, less than an inch wide, and ornamented with a series of little flowers of bright colours, cut out of leather and sewn along the belt.

THE NEW HATS.

Lucky possessors of shingled heads! The new hats are smaller and tighter than ever, most of them having brims only about an inch wide, and one can't conceive how a normal head of hair can possibly be tucked inside them. Black satin hats are taking the place of black felt for spring.

VERY SMART.



Here is a combination of a sport and tailored model that combines the best points of each and achieves a charming originality. The material is navy charmeuse and the stripes are of white kid. The Peter Pan collar and the unusual cuffs are not only youthful, but are unusual.

wear, and will be worn a good deal in conjunction with blue serge, which has suddenly returned to favour. If you want to be on the safe side ordering new clothes, have blue serge for mornings, and black satin for afternoons, with "nude" silk stockings and black shoes. Coloured shoes have very much had their day in Paris.

DOUBLE-HEADED HAT-PINS.

The little brilliant studded arrows which have served as hatpins to decorate the fronts of hats are giving place to double-headed hatpins. Often a large baroque pearl will form each end of the pin. Other women who like a brilliant note of colour use pins of antique coral which is as red as red can be. A number of turquoise and lapis lazuli pins are appearing for the decoration of the blue-eyed blondes and the blue-eyed brunettes respectively. The novel placing of these pins is that they are fastened at the side of the hat just above the ear. The pin may be set horizontally, or vertically, or at any angle which harmonises with the shape of the hat and the set of your eyebrow.

THE NEW SPORTS COSTUMES.

Sports costumes are particularly gay and charming this year. Many of them have knife pleated skirts, which preserve the slender silhouette, and at the same time are most generously wide. Such a skirt, of black satin, is topped with a red kidskin jacket covered with intricate Oriental designs worked in gold thread. Another sports frock of white kasha has a pleated skirt and a bodice which resembles a middie blouse in its long, straight lines, and in its deeply split neck. The lower edge of the bodice and the collar and cuffs are embroidered in a cross-stitch design copied from some Bokhara rug, red thread being used.

Leather is being quite extensively used in the styles as a trimming, and it appears both plain and stamped in brilliant colours.

THIS WEEK'S RECIPE.

Date Padding.

Required: 4oz. of dates, 3oz. of suet, 2oz. each of brown sugar and bread crumbs, 2oz. of flour, 1/2-teaspoonful each of baking powder and mixed spice, pinch of salt, 1-tablespoonful of golden syrup, 1 egg, milk. Stone the dates and chop coarsely, shred the suet, sieve the flour, salt, spice, and baking powder into a basin, add the bread crumbs, sugar, and dates. Warm the syrup and 1/2-gill of milk, beat up the egg. Add these to the dry ingredients and mix well, adding more milk if the mixture is too dry. Put into a greased mould, cover with greased paper, and steam for 3 hours. Turn out and serve with melted butter or custard sauce.



Notice this three-piece gown of roshanara crepe printed in bold gay designs. The dress is a perfectly straight sack affair, but the cape is voluminous and wide and fastens with an elaborately fringed scarf. The close little hat made of folds of the same crepe which forms the gown adheres to the butterfly outline, and this makes the illusion and the costume complete.

TULLE BUTTERFLIES.

Butterflies of tulle and beads form a dainty decoration for evening bags, satin nightie-cases, or silk lamp shade. All four wings should be made separately of gathered tulle, and it is effective to use two different shades together, one laid over the other before the gathering is done. Thus blue over mauve, black over white, or lemon over white, give lovely effects. Sew the body beads in position on the foundation material first, then place the two lower wings on each side, the two upper ones slightly over these. Last of all sew on the beads which form the spots and markings.

A HANDKERCHIEF WHIM.

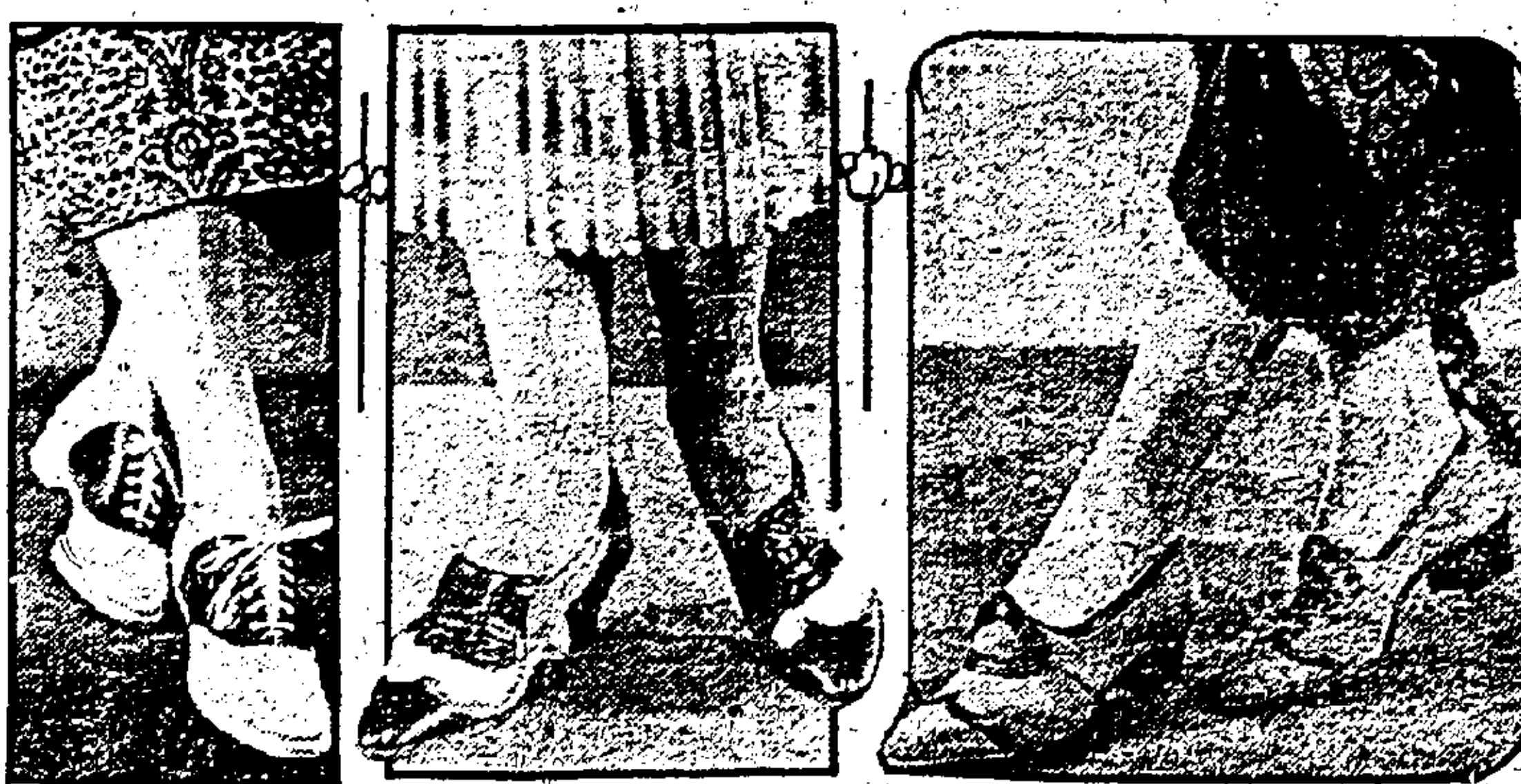
The handkerchief fancy has not yet forsaken Paris. A coloured square of silk may be drawn through your bracelet or worn dangling from a ring on your little finger. And many a sober tweed suit is enlivened by a large foulard printed handkerchief trailing out of the right-hand pocket of its jacket.

NOTED AMERICAN BEAUTY.



Miss Jean Shields has been awarded first prize in the beauty contests. Her latest victory, the "Cincinnati" carries with it a trip to the Orient with a two-week rest at Honolulu.

SHOE STYLES FOR THE COMING SEASON.



THE shoes that protrude from the straight skirt of the trim tailleur this spring will be duller than those of last season. They will be low-heeled, buckled, sensible looking, yet very smart.

Besides the dull patent kid and suede to which we are more or less accustomed, there will be novelties in the way of lizard and alligator skins, both for the entire shoes and for trimmings.

The official colours have names from the animal and vegetable kingdoms to which we are more

or less accustomed. For instance, airdale, crocodile, field mouse, chameleon, jack rabbit, tortoise, and others, are most noticeable.

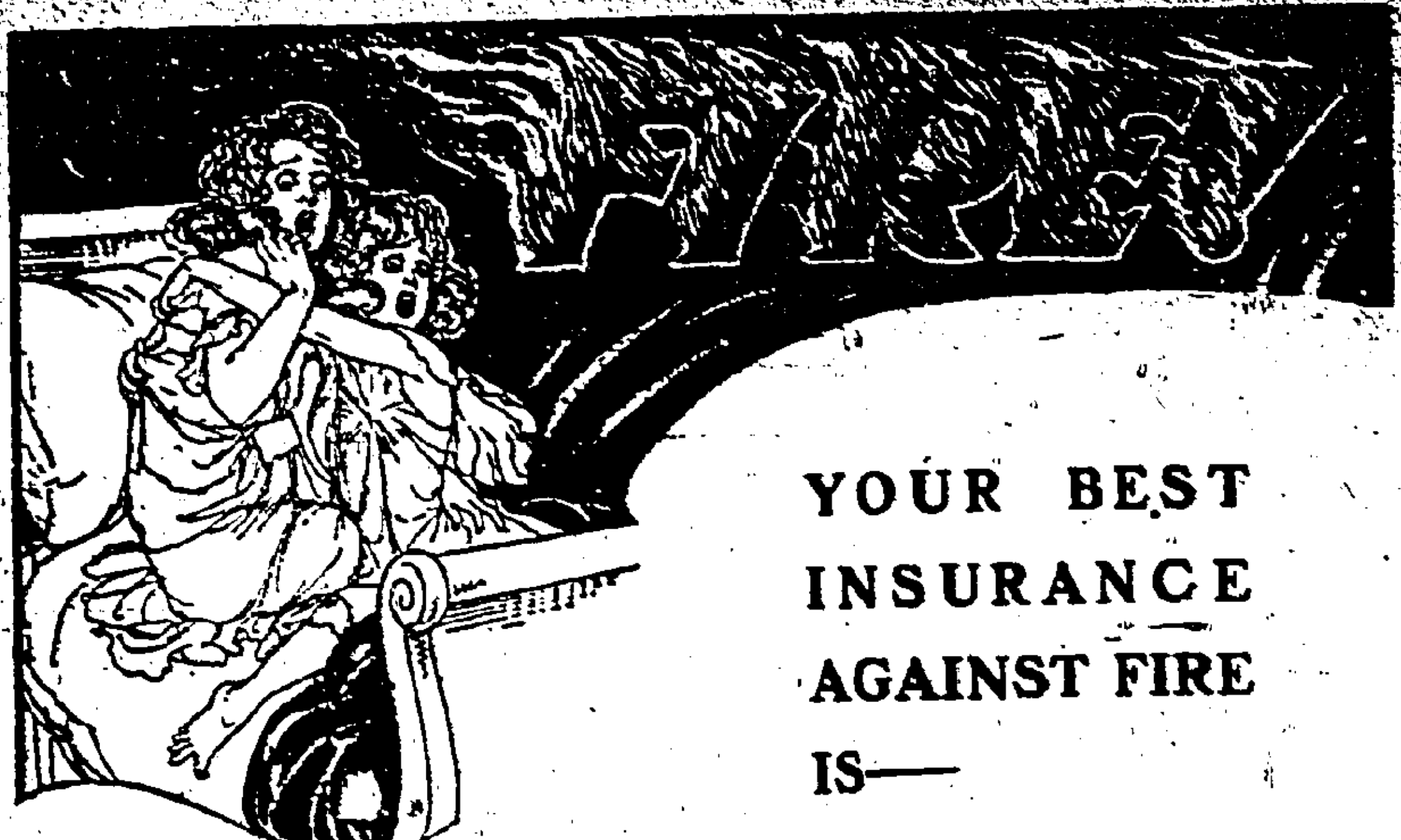
The vivid reds, blues and greens of last season will be subdued and Chinese colours will be introduced. Sandals will be smart for summer, and the Oxford influence will be strong. One type of sandal, christened "Zev" after the popular race horse, has a certain harness effect superimposed upon the shoe proper and reinforced with straps

and buckles, giving it a delightfully racy feeling.

Combinations of suede and bright leathers are most noticeable. Perforations and strap-pings are handled this season with much more restraint and consequently with more taste than they have been for some time.

With these models designed for street and sport wear a stocking of heavy silk, or a combination of silk and wool is recommended, with no ornamentation save

This Paris frock gives a new idea as to how an evening frock may be safely anchored to the wearer—a slender chain about the neck runs through an embroidered eyelet. The swathed, wrapped skirt is another novelty.



YOUR BEST
INSURANCE
AGAINST FIRE
IS—

Foamite Firefoam

FURTHERMORE

You are not troubled with constantly recurring expenditure.

The initial outlay is negligible compared with the thousands of dollars you run the risk of losing should a fire break out in your home.

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2, Queen's Buildings Tel. Central 236

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A REVOLUTION IN WIRELESS VALVES

D.E. 3

MARCONI VALVES.

MADE AT THE OSRAM LAMPWORKS

800 HOURS USE FROM ONE DRY CELL
FILAMENT CURRENT 0.06 amps.

THE G. E. C. OF CHINA, LTD.
Queen's Buildings, Hongkong.
Telephone 518.

A real cigarette

When we made Chesterfield Cigarettes we tried to give smokers the highest possible quality at the lowest possible price. It didn't take smokers long to discover that Chesterfields had just what they wanted—

That quality taste of choicest Turkish and American tobaccos blended in exactly the right proportions.

You'll say

They Satisfy



Chesterfield

CIGARETTES

Looney & Myers Tobacco Co., U. S. A., Manufacturers

RADIO NOTES AND NEWS.

The Newspapers and Wireless.

News agencies are beginning to promise great volumes of wire copy through speedy radio telegraph printers.

What is the future of the radio, so far as newspapers are concerned? And, the average person will get radio service as he now buys phones, water, electricity, etc.? At present radio broadcasting is declared unprofitable by newspapers.

The Detroit News spends \$150,000 a year on its national broadcasting station and, according to its report, gets little or nothing in return—that is, in so far as direct financial reward can be considered. The public service is, of course, invaluable.

Mr. Lee A. White, of that paper, has stated that the installation cost was \$200,000 and the employment of six radio engineers is necessary. He thinks newspapers "should profit by our experience and stay out."

Marlen Paw, writing in the Editor and Publisher, makes these interesting commentaries on other phases of the radio outlook.

"Radio experts are discussing inventions leading to a broadcasting service which could be so controlled as to make it commercially profitable. For instance, use of phantom control over a great city's electric light system. Everyone who has electric light wires might have a receiving outfit which would operate when 'turned' by a key, furnished by the service, for a weekly or monthly charge. No one could listen in unless possessed of key. 'One promising commercial venture of this sort is now being promoted.'"

"An interesting speculation is whether, if this scheme becomes scientifically sound, it is not something which newspapers themselves will sooner or later participate in as local auxiliaries of newspaper plants. The question also arises whether controlled radio will not be used in competition with newspapers, both on the editorial and advertising sides, if it is independent of established newspapers."

"The organized press has never shown excitement over any threatening aspect of radio, because no matter how much it may be controlled and commercialized, it possesses physical difficulties which, in general terms, make it a poor competitor for the established newspaper. These difficulties include the impossibility of exercise of the selective processes of the reader—he sits at his radio and takes what is being sent, whether he likes it or not, and he takes the full dose."

THE DIFFERENCE.

"With a newspaper the eye skips around on printed pages, selecting that which it desires as food. Who will be willing to sit through a radio reading of crop reports to get a craved baseball tidbit? Will men retire when women's features are being read, and will women turn to the phonograph for relief when tomorrow's racing entries are flowing from the loud speaker? Furthermore, will transportation companies equip their cars with radio to entertain the morning and evening trippers?"

"Broadcast radio news service is efficient when it deals with fixed, scheduled events. There is no question that radio reporting of a prize fight, ball game, president's speech, is in many respects superior to any reporting possible on the printed page. It is instantaneous. You feel in actual contact with the event. A clever observer tells you more than a reporter could write or a newspaper print. You get colour, atmosphere and a sense of miraculous presence."

"It is in the field of press service that radio promises to show early practical results. For two years, and more, the old dream of automatic transmission and reception of huge volumes of news without the use of wires has been a reality."

"Considering the huge costs of leased telephone or telegraph wires for Morse transmission of news, averaging perhaps \$12 or \$14 per mile per year, for various hours of the day, and wages of sending and receiving telegraph operators now the highest ever paid, the relative cost of installation and maintenance of the automatic radio systems is amazingly small."

"DUD" INSULATORS.

There seems to have been an impression amongst a certain section of manufacturers, happily not the responsible firms, that anything that looked like an

insulator was good enough for wireless. As a matter of fact, only the highest quality of insulating materials are really good enough for wireless, and certain cheap composition dials, sockets, grid condensers, and so on, that have sprung up and are selling for a fraction of the price of the genuine articles after which they are modelled, should be scrupulously avoided if you would avoid disappointment with your set. In many cases these are nothing but various kinds of clay mixed with inferior shellac or varnish and, if not actually good conductors, are anything but good insulators. In America they have a special name for components of this kind—they call them "dud" parts!

AUTOMATIC WIRELESS ALARM.

There are many ships at sea which cannot maintain a wireless listener constantly in attendance at the set. In order that the S.O.S. signal shall give its own alarm, however, a French inventor has devised a special relay apparatus.

FOR SWEETHEARTS TO LISTEN IN.



Listen, lovers! Hear that heart go pit-a-pat. This young lady is sending her heartbeats through broadcasting station WTAM in Cleveland to her sweetheart. It's the latest invention of Dan Cupid for bridging distance. An ordinary microphone is enough to broadcast the heartbeats of an affectionate lover, but (as we recently showed in these columns) there is a new microphone so fine that it can broadcast the heartbeats even of a moth.

which is only actuated on the receipt of the wellknown "three shorts three longs, three shorts." This relay then operates a bell or other alarm, by which the attention of the wireless operator or other officer may be attracted. No doubt other automatic wireless alarm devices will follow, but of course it is comparatively easy to devise a relay which will only be operated by one particular and well-defined Morse signal.

TUBE CONTROL.

Were it not for the invention by Lee De Forest of the three-electrode vacuum tube, there would be no broadcast radio reception today.

This is the conclusion made from a statement by Charles Gilbert, vice president of the De Forest Radio Telegraph and Telephone Company, to clear up points in litigation between his company and the Radio Corporation of America.

According to Mr. Gilbert, the vacuum tubes sold today by the R. C. A. are licensed under De Forest patents, and the litigation concerns merely a phase of marketing the tubes.

The De Forest Company, he says, will continue to manufacture its own tubes.

SYNCHRONOME ELECTRIC CLOCKS.

THE "SYNCHRONOME" System of Electrical Impulse Clocks

consist of

An Electrically-Driven Pendulum which operates any number of Dials. The Pendulum is combined with a simple switch so that both the time-telling and switching functions are performed automatically. It is an ideally perfect answer. Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention.

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THE HUMAN ZOO

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A LITTLE GIRL WHO KEPT ON PLAYING

EXPORTERS AND DEALERS.

LOCAL ASSOCIATION'S ANNUAL MEETING.

EFFECT OF BRIGANDAGE ON TRADE.

In the offices of the Hongkong General Chamber of Commerce, yesterday afternoon, was held the annual meeting of the Association of Exporters and Dealers of Hongkong, with Mr. John Robertson presiding. There was a large attendance.

In the course of his review, the chairman said: "Although, as stated by my predecessor in the chair at the last annual meeting, the year 1923 opened with a distinctly improved demand, both from Europe and America, for South China produce, the promise of better things was scarcely maintained, owing partly to unsettled conditions on the Continent of Europe, and still more, to civil disorder in the Canton Delta, which has resulted in supplies of the principal articles of export being both high in price and scarce in quantity. We are rightly concerned here in Hongkong at the prevalence of piracy, but I doubt if we all realise how serious and menacing is the interference by brigands with the trading operations of native craft throughout the whole Canton Delta. Downright piracy and the levy of blackmail in the form of 'conduct-money' together constitute the gravest handicap to the trade in which we are engaged, and I should like to endorse the remarks of the Chairman of the Chamber of Commerce, the other day, on the subject of the urgent necessity for a considerable increase of Naval Patrols, as the most effective method of protecting commerce and ensuring something like normality in the passage of cargo."

THE RICE TRADE.

Passing to an examination of the rice trade, the chairman remarked that during the period under review there had been disappointing results. There had been a poor demand from the principal outlets, and some buyers dealt direct with Saigon and Bangkok.

At the close of the year the market was still ruling fairly firm as the demand from the neighbouring districts had not been satisfied. Crop prospects in the exporting countries were good so that, unless the unforeseen happened, they were assured of ample supplies in 1924.

Having touched on the matter of Peruvian consular charges, erroneously made, which have not yet been refunded, and adverse arbitration awards by the General Produce Brokers' Association in London, the chairman went on to deal with other commercial subjects which had come within the local Association's consideration during the year. In view of the great importance to trade interests of the British Empire Exhibition, the committee decided to provide an exhibit of South China produce for display in the Hongkong section. British members of the Association combined in the production of a handbook to accompany this exhibit.

DEPARTING SECRETARY.

Before concluding, Mr. Robertson paid a tribute to the services of Mr. D. K. Blair, their secretary, "who, since its inception, has worked and assisted to build up this Association with that characteristic loyalty and energy which has won for him the esteem and admiration of commercial as well as social circles." Mr. M. F. Key has been appointed Acting Secretary during Mr. Blair's absence on furlough.

Mr. J. M. da Rocha seconded the adoption of the report and accounts, which were passed, and the following were elected to form the general committee:—Messrs. J. Robertson (chairman), B. Monteith Webb (vice-chairman), A. W. Van Andel, O. Eager, F. Syme Thompson, A. D. Barretto, J. M. Alves and Fung Un.

Pressure on space precludes a full report of the chairman's and secretary's speeches.

PREPARING FOR THE TEST.

Oxford Crew Have Rough Water Trial.

London, March 28. The Oxford crew rowed a trial from Mortlake to Putney in 21.10, under bad conditions, the crew encountering a head wind and rough water from the start to Hammersmith Bridge.—*Reuter.*

MR. DAUGHERTY QUILTS.

ASKED BY PRESIDENT TO RESIGN.

Arguing the Point.

New York, March 28.

Mr. Daugherty, the U. S. Attorney General, has resigned, and President Coolidge has accepted his resignation.

Mr. Coolidge, in a letter to Mr. Daugherty, based his request for Mr. Daugherty's resignation on the Attorney General's refusal to comply with the summons issued by the Senate Investigating Committee for production of certain papers relating to gun-running on the Mexican border. Mr. Daugherty in reply said he resigned solely in deference to Mr. Coolidge's request.



The President's letter insisted that the Attorney General was an interested party, and therefore was not justified in refusing the information desired by the Senate committee. The President declared he was convinced that Mr. Daugherty was unable undividedly to attend to his duties in the present stress. Mr. Daugherty replied arguing at great length that Mr. Coolidge's position was untenable.—*Reuter's American Service.*

[Harry M. Daugherty, who is 64 years of age, a representative of Ohio, was appointed Attorney General on March 5th, 1922. He was recently impeached by Senators in connection with the Teapot Dome oil investigations.]

MINERS TO HAVE A BALLOT.

The Coal-Owners' Final Offer.

London, March 28.

The Miners' Delegate Conference has decided to take a ballot on the recommendation to reject the coal-owners' final offer to increase the minimum rate of wages from twenty to 33½ per cent, and give eighty-seven per cent of any surplus to the wages and thirteen per cent to profits, instead of the present 83 and 17 per cent.

The Conference also decided to call upon the Government to institute an inquiry.

This is not to be a strike ballot.—*Reuter.*

WHIST DRIVES.

NOVEL MILITARY FUNCTIONS.

Members of the Garrison Sergeants' Mess, always well known amongst their many friends for the high standard of their entertainments generally, have of late been holding "Miniature Solo Whist Drives" before their usual fortnightly "Whist Drives" which have been attended with great success, and they are now running their drives every Thursday evening commencing at 8.15 p.m. solo whist and progressive whist alternately, the one being held on Thursday next, 3rd April, being a solo whist drive.

Such functions are well appreciated as the invitations are not confined to the military, all petty officers and senior ranks of the Navy, Sergeants and upwards of the Police and their honorary members being cordially invited, including, of course, their wives and lady friends.

Many novelties have been introduced by the Entertainment Committee in the way of prizes at such drives, presents being given for certain scores, and besides these there is also an aggregate prize given for a series of drives to the person scoring the most points, excluding those who have won a first or second prize.

DAY BY DAY.

Command Orders notify that Colonel C. W. Davy, C.M.G., R.E., relinquished the duties of Chief Engineer, China Command with effect from 15th March.

The Revenue Bureau in Canton is inviting tenders for the lantern monopoly. The upset price, in addition to six lakhs down as official presents, is \$12,000 per day, with six months' payments in advance.

At an extraordinary general meeting of the Hongkong Land Reclamation Co., Ltd., held this morning, the resolution voluntarily winding up the Company and appointing Mr. L. S. Greenhill as Liquidator was confirmed as a special resolution.

Dr. Sun Yat-sen has ordered the various revenue departments to collect a sum of not less than \$220,000 before the 31st instant to meet the payments due to the Yunnanese and Hunanese troops on the East Front. He intends himself taking the money to the front for distribution.

DUTCH BANK'S CENTENARY.

The manager of the local branch of the Netherland's Trading Society was the recipient of hearty congratulations to-day, from a large number of business friends who called at his office on the occasion of his being "At Home" for the celebration of the centenary of the Society. In the hundred years of its history the Nederlandsche Handel Maatschappij has grown to be one of the biggest banking institutions in the East, with branches at all important business centres.

EXHIBITION VISITORS.

The Beggars Are Coming to Town.

The problem of housing the hundreds of thousands of visitors to the Empire Exhibition from April onwards seems to be nearing solution, says the *Times* of last week. Just how many persons will need accommodation in and near London at a given date no one can say, but those who are making a register of the furnished houses and flats, boarding-houses, apartments, and lodgings available assume that they will have to accommodate about 200,000 throughout the seven months of Exhibition. Some difficulty occurs in obtaining rooms for coloured people. The prejudice in this respect extends even to the refusal to let furnished houses or flats, and threatens to place the organizers in a quandary. The difficulty, happily, has not arisen with regard to those who seek rooms in hotels.

Among the younger visitors will be a party of 260 Australian boys, including representatives of the Boy Scouts and the Young Australia League. The Commonwealth Government will share in defraying the travelling expenses of the boys and their maintenance in England. Sir Joseph Cook, the High Commissioner, has received a message from the Government asking him to enlist the support of Australian residents in London and British people interested in Empire settlement, so to arrange for the reception and entertainment of these boys. Lady Cook has formed a committee of ladies, who are now actively raising a fund. As part of the programme it is hoped to take 65 of the boys to the Cup Final at Wembley, and an Australian lady has offered to pay the cost of their admission. The first contingent has already sailed from Sydney.

Other visitors to town are premature, if their object is the Exhibition, since it does not open until April. The police at Bow-street told Sir Charles Biron, the magistrate, a few mornings ago, that professional beggars were flocking to the West End from all parts of the country, and that officers in plain clothes had had to be put on special duty in consequence. After dealing with several charges, Sir Charles Biron said: "These people must be sternly dealt with. There is quite enough genuine distress in London without importing these rascals from the country. I notice that they are generally healthy, able-bodied men, with the appearance of being well fed. They come to London to beg because it pays."

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The Key of Life

A PERFECT INVALID FOOD

These preparations are now being largely prescribed. They contain all the essentials of a diet ideal in acute conditions generally and in post-operative states.

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They are most agreeable to the palate.

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INVALID BOVO-LACTIN (in powder form)

May be taken as a powder or it may be mixed with equal quantity of Brandy, sherry or Port. It may be given in Milk.

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HOOT GIBSON

in

"BLINKY"

TO-DAY at 2.30, 5.15, 7.15 & 9.15

To-morrow at 6, 7.30 & 9.15

AT

THE CORONET

NAVY AT WEMBLEY.

Models that will Engage in Battle.

A wonderful collection of models which will be on view at the British Empire Exhibition at Wembley was shown to Press representatives at the War Office last month. The collection is under the direction of the Department for Overseas Trade, and the War Department has placed at their disposal several rooms in which to carry out the work.

The most important section is that devoted to the British Navy, and there are many hundreds of models illustrating the growth of the Navy from the galley propelled with oars to the last word in modern battleships, H.M.S. Hood. There is also a collection of sixty model sailing ships representing the Spanish Armada and its British conquerors, including Frobenius's flagship the *Triumph*. The modern Navy is represented from the pinnacle to the battleship.

These models will be shown in a huge tank theatre at the exhibition. The sailing ships will be shown in procession, while destroyers, battleships etc., which are mechanically propelled and fitted with modern heavy and quick-firing guns, will take part in a naval action, founded on

actual incidents that occurred during the Great War. One model is a representation in plaster of Paris of destructions by British aeroplanes of eight miles of Turkish transport at Wadi Forwah in Palestine.

The Ministry of Health exhibited two models, one representing a modern industrial town, and the other a modern town built upon the same area with a square, gardens, open spaces, and fountains, suggestive of health and recreation. Other models depict the life of settlers in the Dominions, and trace the settler's progress from his first dwelling-place, a tent, to a commodious dwelling-house, with numerous farm buildings adjoining it. A map of the world, 46 ft. by 23 ft., is in course of construction. This will be set in a tank of water, and there will be on the trade sea routes 300 constantly running model ships.

A thrill is provided by Captain Barnard, the scenic and camouflage expert, who depicts in realistic fashion the bombardment of London, including the Houses of Parliament, from the air. The effects are obtained through manipulation of the lighting apparatus. A second tableau shows how an aerial attack might be robbed of some of its terrors by a comprehensive and intelligent system of defence.

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Vaffadis Egyptian Cigarettes reduced to non plus ultra	...	\$1.40
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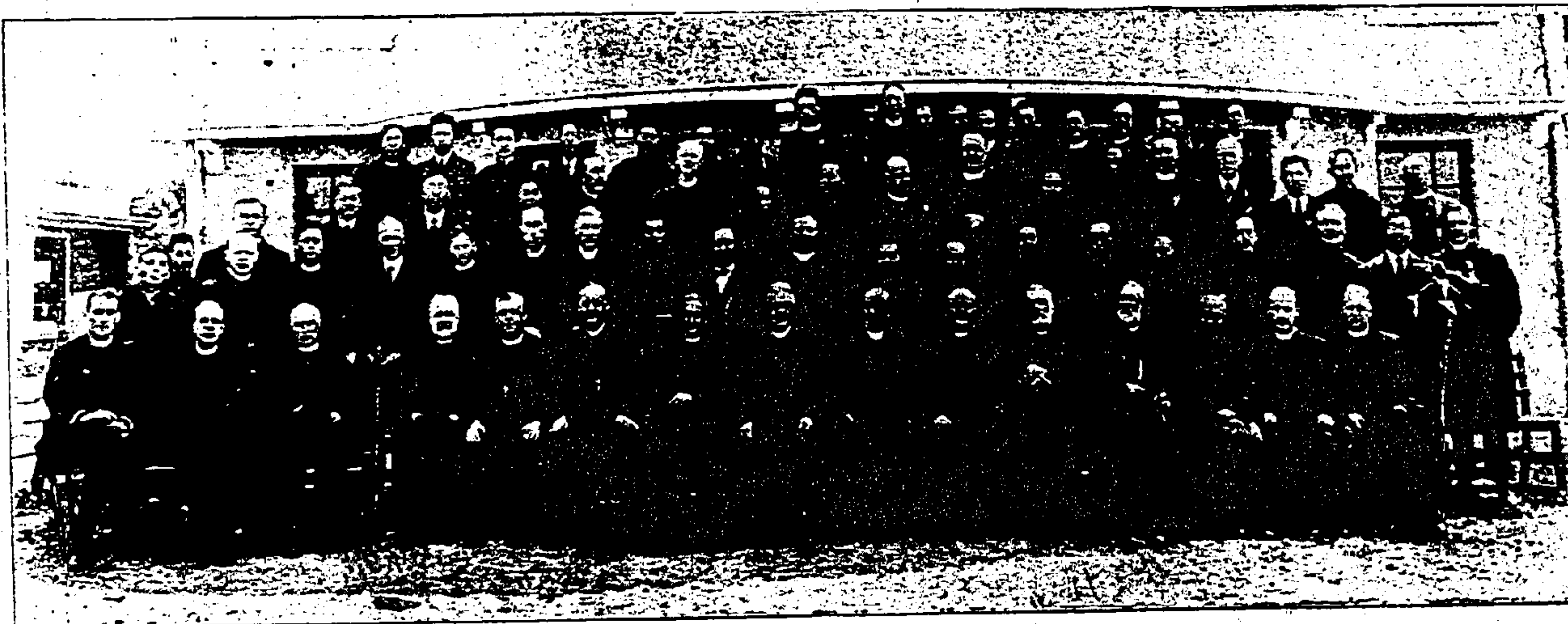
CAMERA NEWS.



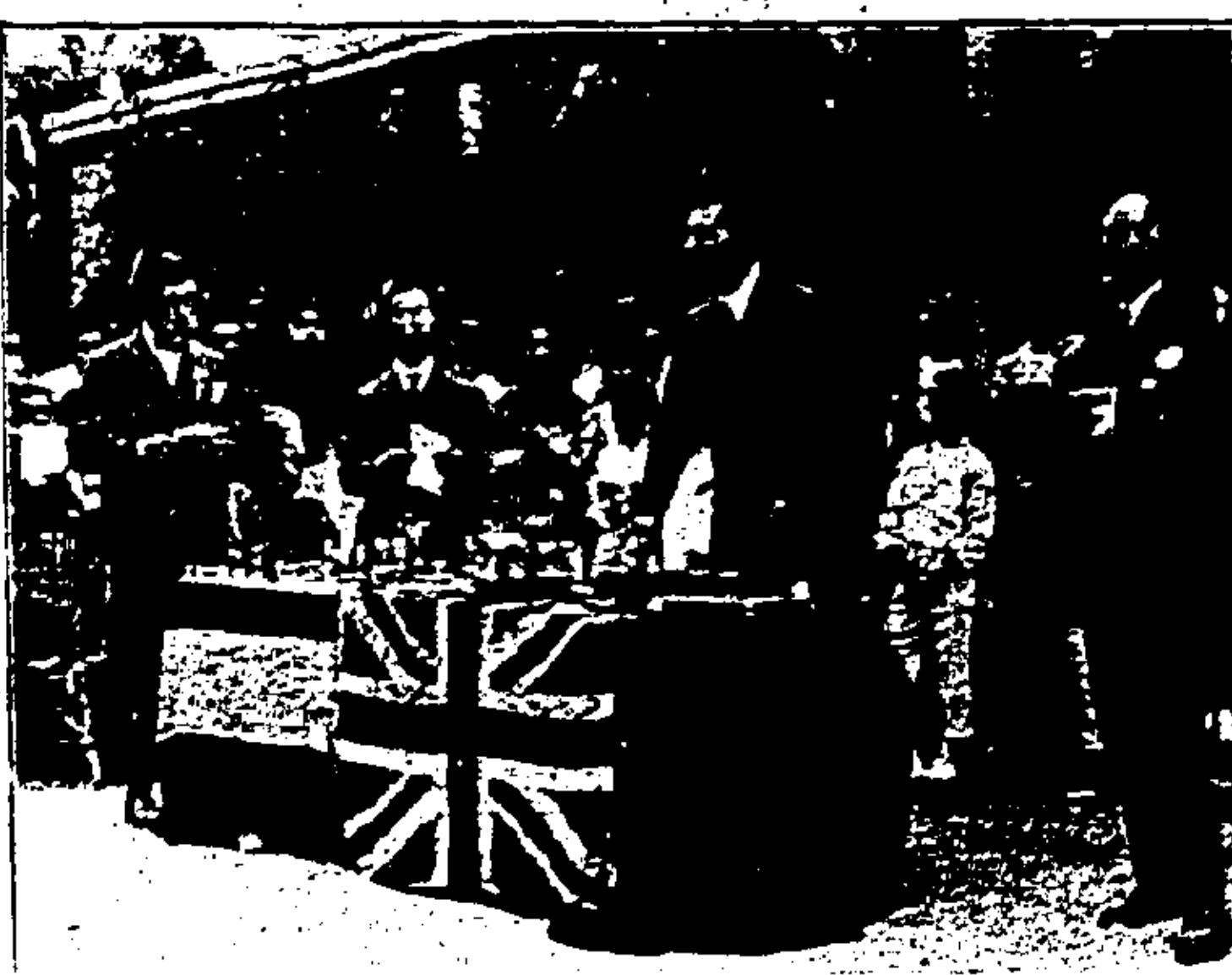
Wedding of Mr. R. V. Harris and Miss Burch. (Photo: Ming Yuen.)



Bro. Aimar, Director of St. Joseph's College (on extreme left) snapped at the College sports. (Photo: Mee Fong.)



Above are seen the Bishops and delegates to the fifth annual Synod of the Church at Canton.



Mr. G. N. Orme presenting prizes at Queen's College sports. (Photo: Mee Fong.)



Staff of Diocesan Boys' School. (Photo: Mee Cheung.)



Wedding of Mr. A. W. Roberts and Miss Punccheon. (Photo: Ming Yuen.)



Girls' race at St. Joseph's College sports. (Photo: Mee Fong.)

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EXPRESS AUSTRALIA	Apr. 21	EXPRESS AUSTRALIA	May 21
EXPRESS AUSTRALIA	Apr. 24	EXPRESS AUSTRALIA	May 24
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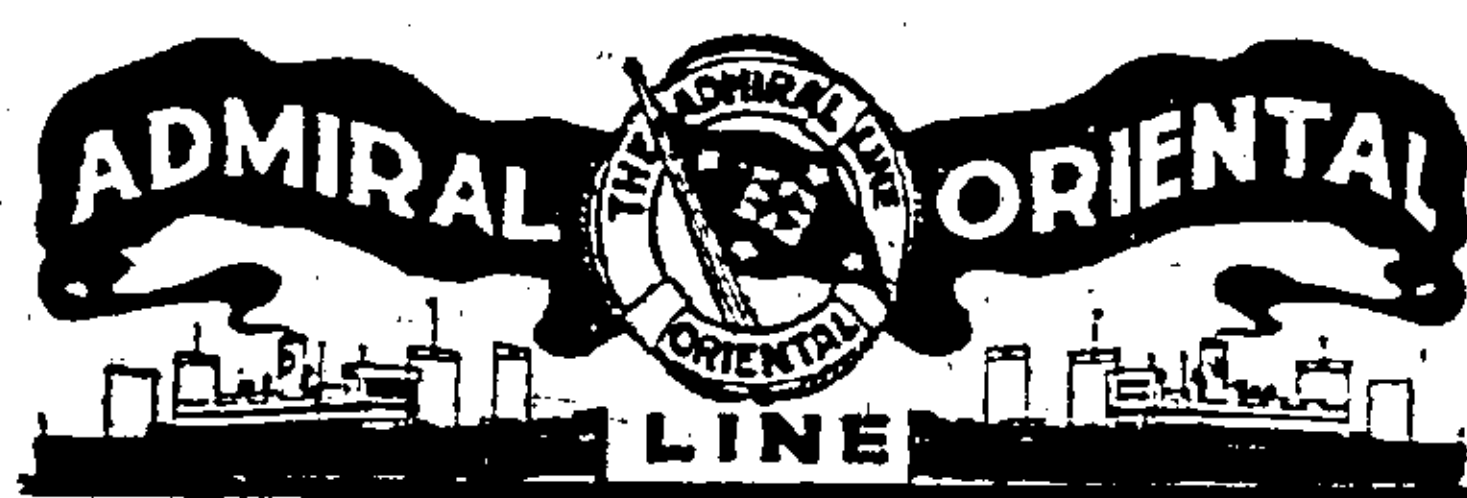
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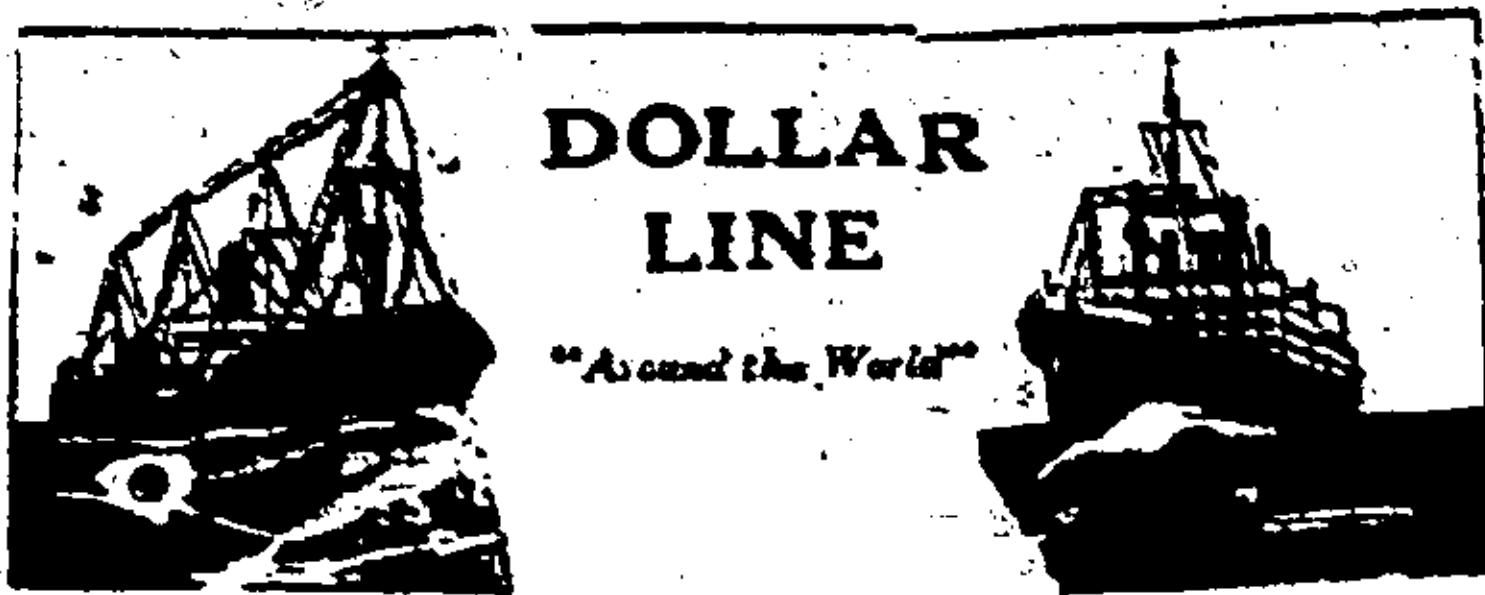
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"ALCINOUS"	30th April. Genoa, M'sles. Liverpool & Glasgow
"TEUCER"	1st May. M'sles. Havre. Liverpool & Glasgow

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"DANFA"	21st May via Suez & Boston

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U.S.S.B. "West Ivan"	Due Hongkong 9th Apr.
U.S.S.B. "West Ivan"	Leaves Hongkong 12th Apr.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

For Manila, Singapore, Zamboanga & Cebu.

U.S.S.B. "West Prospect"	Due Hongkong 9th Apr.
U.S.S.B. "West Prospect"	Leaves Hongkong 11th Apr.

For Saigon, Singapore and P. I. Ports.

U.S.S.B. "West Chopaka"	Due Hongkong 14th Apr.
U.S.S.B. "West Chopaka"	Leaves Hongkong 15th Apr.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY.

L. EVERETT, 1st Floor Queen's Building.

General Agent for Japan-China-Philippines. Phone Central No. 3008.

Indo-China-Straits & Java. G. P. BRADFORD, Res. Agent.

CONSIGNEES



The Steamship

"PRES. MCKINLEY"

having arrived from Manila, P.I. on 27th. March 1924. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be counter-signed.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 2nd April 1924 by the Company's Surveyors Messrs. Anderson and Aske.

All claims must be presented within thirty days of the steamer's arrival here after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 3rd. April 1924, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road.

Hongkong, 27th. March 1924.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "ANGKOR"

Consignees of Cargo from Marseilles, etc.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 31st inst. 1924, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th. April 1924, or they will not be recognised.

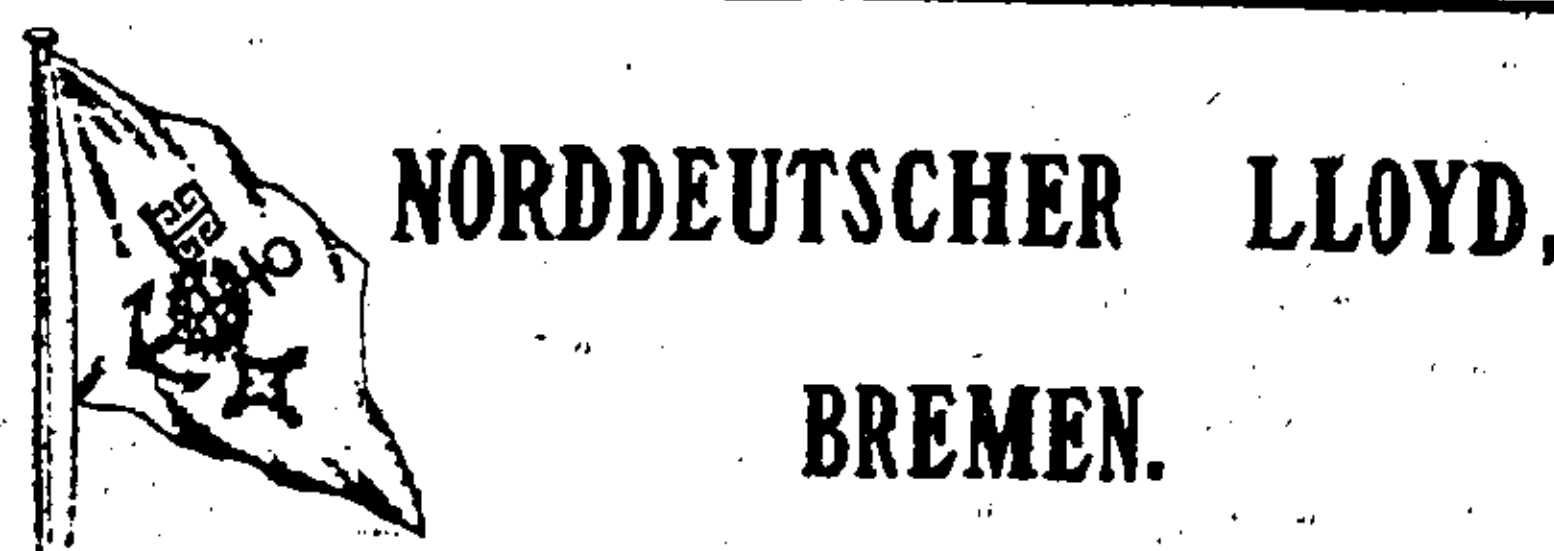
All damaged packages will be examined on Saturday the 29th. instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire insurance has been effected.

R. RODENFUSER.

Acting Agent.

Hongkong, 25th. March. 1924.



NORDDEUTSCHER LLOYD.

BREMEN.

FREIGHT & PASSENGER SERVICE TO EUROPE

via: Manila, Singapore, Belawan, Colombo, Port Said, to Genoa, Rotterdam, Hamburg & Bremen.

STEAMER	TONS	SAILING DATE	DESTINATION
"DERFFLINGER"	9,150	4th April	Manila, Singapore
"INENBURG"	4,200	14th April	Belawan, Colombo
"COBLENZ"	9,450	2nd May	Port Said, Genoa
"PFALZ"	7,130	25th June	Rotterdam, Hamburg
"HOLSTEIN"	5,000	19th July	Bremen.

Calling at Trieste.

These steamers have accommodation for 100 Passengers in the Cabin and 140 Passengers in the Intermediate Class.

For freight and passage fares please apply to

MELCHERS & Co.,

Agents,

Tel. Central 4557.

Queen's Building.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Editions; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Foundries, Forge Masters, Electricians

The Hongkong & Whampoa Dock Co., Ltd. at Kowloon Dock.

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HOTELS.

THE HONGKONG

HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL KALEE: MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

HOTELS,
LIMITED.

In association with the Grand Hotel
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THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tels. K.608 and K.609. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

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CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL,
Manager.

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SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY AND SATURDAY,
TEA DANCES
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The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

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and Charming
GOWNS

And
Practical Lessons in
dressmaking, please
call at

LES ELEGANCES DE PARIS

No. 8 Queen's Road, Central. 1st Floor.
Tel. No. C.386. Tel. No. C.386

EARLIER TELEGRAMS.

CONSUMPTION OF RUBBER.

London, March 28.
Presiding at a meeting of the United Serdang Rubber Plantations,
Mr. C. Heath Clark estimated that the exportable production of crude
rubber in 1923 was 370,000 tons, and the world's consumption 405,000
tons. The production for 1924 he estimated at 380,000 to 400,000
tons and the consumption at 430,000.—*Reuter.*

INTERNATIONAL CHESS TOURNAMENT.

New York, March 26.
In the ninth round of the International Chess Tournament
Capablanca and Reti defeated Bogoljubov and Janowsky respectively.
Alekhin drew with Tartakover and Marshall with Dr. Lasker. The
game between Yates and Maroczy was adjourned.—*Reuter's American
Service.*

THE SIAMESE LOAN.

London, March 28.
The Siamese loan has been largely oversubscribed.—*Reuter.*

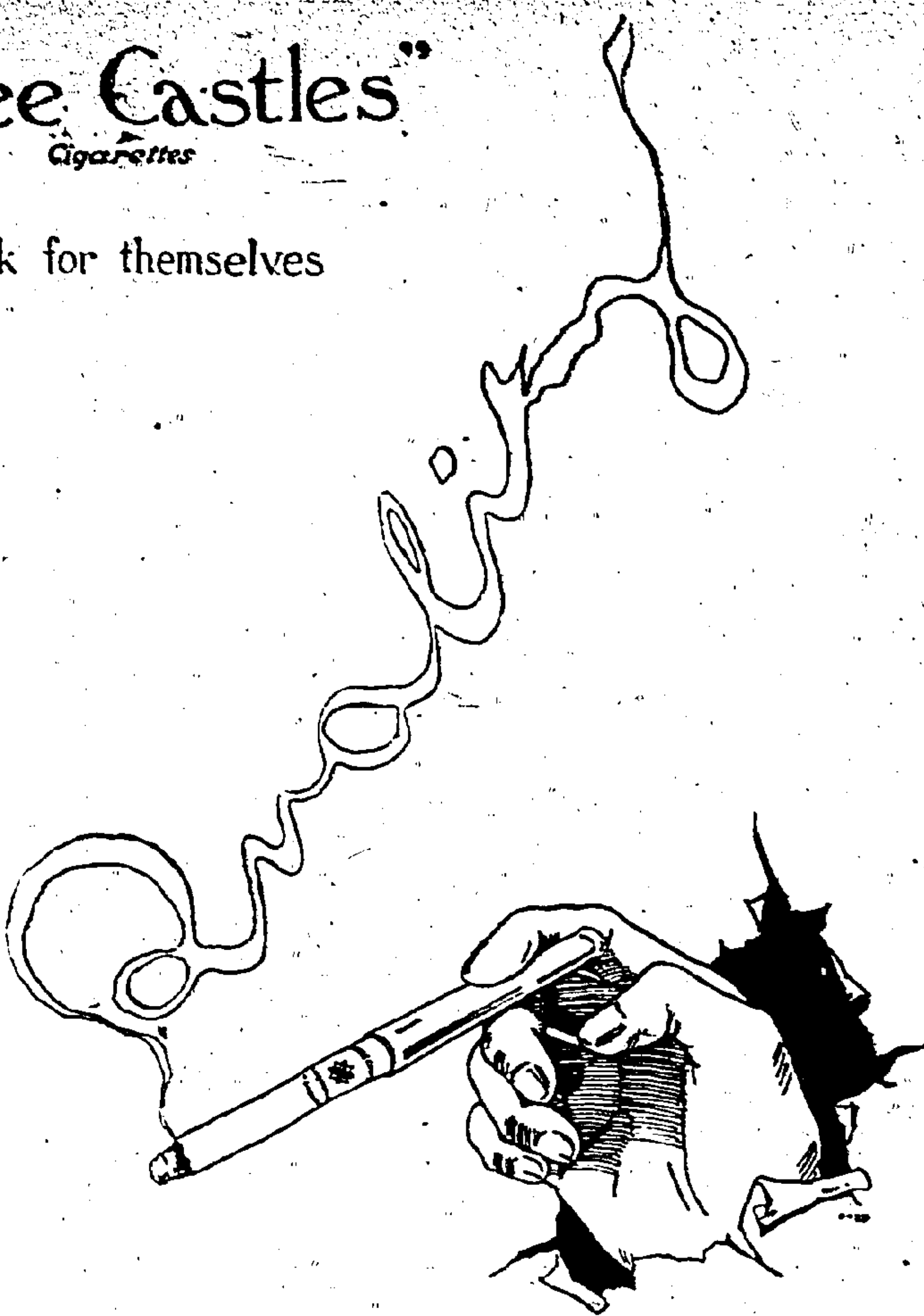
AMSTERDAM LOAN.

London, March 28.
The issue price of the Amsterdam Loan is 96%.—*Reuter.*

"Three Castles"

Cigarettes

Speak for themselves



EXCHANGE.

(Opening Rate: closing Rate on Page 2.)

SH LING.

T/T Hongkong	2/4 1/2	30 d. San Francisco and New York	51 1/2
Demand Hongkong	2/4 1/2	Y/T. Manila	10 30
Y/T. Shanghai	2/4 1/2	Y/T. Bombay	10 50
Demand Shanghai	2/4 1/2	Demand Bombay	10 50
Y/T. Singapore	10 1/2	Y/T. Calcutta	10 50
Demand Singapore	10 1/2	Demand Calcutta	10 50
Y/T. Java	10 1/2	Y/T. Batavia	10 50
Demand Java	10 1/2	Demand Batavia	10 50
Y/T. London	2/5 1/2	Y/T. Hongkong	10 50
Demand London	2/5 1/2	Demand Hongkong	10 50
Y/T. Paris	2/5 1/2	Y/T. Shanghai	10 50
Demand Paris	2/5 1/2	Demand Shanghai	10 50
Y/T. Sydney and Melbourne	2/5 1/2	Y/T. Hongkong	10 50
Demand Sydney and Melbourne	2/5 1/2	Demand Hongkong	10 50

BUYING.

Y/T. L/O.	2/5 1/2	Y/T. Hongkong	10 50
Y/T. D/O.	2/5 1/2	Demand Hongkong	10 50
Y/T. L/O.	2/5 1/2	Y/T. Shanghai	10 50
Y/T. D/O.	2/5 1/2	Demand Shanghai	10 50
Y/T. L/O.	2/5 1/2	Y/T. Singapore	10 50
Y/T. D/O.	2/5 1/2	Demand Singapore	10 50
Y/T. L/O.	2/5 1/2	Y/T. Java	10 50
Y/T. D/O.	2/5 1/2	Demand Java	10 50
Y/T. L/O.	2/5 1/2	Y/T. London	10 50
Y/T. D/O.	2/5 1/2	Demand London	10 50
Y/T. L/O.	2/5 1/2	Y/T. Paris	10 50
Y/T. D/O.	2/5 1/2	Demand Paris	10 50
Y/T. L/O.	2/5 1/2	Y/T. Sydney and Melbourne	10 50
Y/T. D/O.	2/5 1/2	Demand Sydney and Melbourne	10 50

SUBSIDIARY COINS.

Hongkong 50 cent pieces	1 1/2	per
10 "	7 1/2	do
5 "	3 1/2	do
2 1/2 "	1 1/2	do
1 1/4 "	7/8	do
1/2 "	3/4	do
1/4 "	3/8	do
1/8 "	3/16	do
1/16 "	3/32	do
1/32 "	3/64	do
1/64 "	3/128	do
1/128 "	3/256	do
1/256 "	3/512	do
1/512 "	3/1024	do
1/1024 "	3/2048	do
1/2048 "	3/4096	do
1/4096 "	3/8192	do
1/8192 "	3/16384	do
1/16384 "	3/32768	do
1/32768 "	3/65536	do
1/65536 "	3/131072	do
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